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Classic Tractor

March 2020 Number 227

CLASSIC TRACTOR

is published by: Sundial Magazines Ltd, Sundial House,
17 Wickham Road, Beckenham, Kent BR3 5JS.
Telephone 020 8639 4400 Fax 020 8639 4411
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SUBSCRIPTIONS

UK £42.88 (saving £5.00), Eire £49.00 (€1.00 Euros),
Europe (airlifted) £54.00 (€7.00 Euros),
Rest of World £63.00.

Address for subscriptions only:

CLASSIC TRACTOR Subscriptions,
Trinity House, Sculpins Lane, Wethersfield,
Essex, CM7 4AY, England.
Tel: 01371 853 631 (UK only)
+44 1371 853 631 (Outside UK)
E-mail: classictractor@escosubs.co.uk

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Tatura, Victoria 3616, AUSTRALIA

NEWSTRADE

If you have any difficulty obtaining CLASSIC TRACTOR
from your newsagent please contact our distributor:
Seymour Distribution, 2 East Poultry Avenue, London
EC1A 9PT. Tel: 020 7429 4000.

DESIGN & REPRO

Design & Printing Solutions Ltd, First Floor, Unit 45C,
Joseph Wilson Industrial Estate, Whitstable CT5 3PS.

PRINTING

GD Web Offset Ltd, Brookfields Way,
Manvers, Wath Upon Dearne, Rotherham S63 5DL.

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ISSN 1472-9695

SUNDIAL MAGAZINES LTD.

Registered in England No 4134490.

CLASSIC TRACTOR is published on the last Friday
of each month. The next issue is April 2020,
published on the 28 February.



Welcome

CONTRACTOR SPECIAL

Pages 20-54



“Most contractors start off in a small way, with just a single second-hand tractor and an implement or two”



WELCOME TO THE March issue of CLASSIC TRACTOR and its inaugural 'Contractor Special'. Why we've never celebrated the important role that contractors play in the agricultural industry before now remains a mystery, but we are making up for lost time by bringing you 25 pages dedicated to some inspiring people and businesses.

We say inspiring, because all our featured contractors started off in a small way with just a single second-hand tractor and an implement or two. From humble beginnings they've worked hard and built-up their businesses, investing in equipment and expanding their services.

Just like James Richardson from North Yorkshire, who, having been offered the opportunity of cutting 113 acres of cereals in 2006, bought himself a cheap and well-used John Deere 1188 combine. Fifteen years on and he's now running four high-output Claas Lexions. His story, and that of many other successful, self-made contractors, should be an inspiration to others.

Jill Hewitt, the chief executive of the NAAC, in her advice to those considering a career in this sector, says that contractors operate as 'farmers without land'. That's true, but having one foot in the door opens up opportunities for contractors to become farmers in their own right. For some, it may be the only way of achieving a farming dream and owning some land and a base.

Turning to matters in the trade, the news that one of the UK's leading John Deere dealers, Sharmans Agricultural, based at Grantham in Lincolnshire, is to lose its franchise this October came as a shock to many before Christmas, not least the dealership itself, which described the decision as 'brutal'. Was this move down to Deere's 'Dealer of Tomorrow' strategy, which seeks to increase the size of dealer groups either through mergers or take-overs, or because Sharmans Agricultural also handles JCB?

In terms of coverage, John Deere agricultural products are now retailed in the UK and Ireland by 34 dealer groups with 111 outlets between them. Turning the clock back just over 30 years, Deere was represented in the two countries by 99 dealer groups with a total of 132 outlets. So in theory, despite severing ties with many dealers, its overall coverage remains similar. Despite this, you can't help feeling sympathy for the many good dealerships that lost their agencies along the way.

Rory Day

Editor: editor@classictractormagazine.co.uk Website: Classictractormagazine.co.uk

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SERVICE CONTRACT

From hedge cutting to harvesting cereals

Contractor Special Thomas Ninety-Five 100

BUILDING CONVERSION



Most classic-era Ford and Ford conversion enthusiasts are familiar with the Thomas Ninety-Five 100 tractors built between 1973 and 1981, but what is less well known is that the man responsible for building the first machines was former Roadless tractor demonstrator Mervyn Ford. Now, he tells Simon Healey how he became involved with the project and explains how the conversion was carried out.

Right: Paul Williams purchased his Thomas Ninety-Five 100 two years ago. First registered in the Netherlands in 1981, it is thought to have spent much of its working life carrying out crop spraying.

ONE OF THE MORE UNUSUAL road tractor conversions built during the 1970s was the Ford 100-based contractor Thomas Ninety-Five 100.

The conversion of the tractor by L.J. Thomas has

resulted in a machine that is both a tractor and a

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A former County employees recalls the Perkins-powered models sold in Africa.

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Front cover: Agricultural contractor Alec Lunn's 1988 Ford 7810 Force II busy wrapping round bales of silage near Pickering in North Yorkshire.
Photo: David Laley.

Main picture: O'Brien Agri's contracting fleet, a mix of modern and older models, all in excellent condition, take a bow at Keylong, near Cahir, in Co. Tipperary.
Photo: Eoghan Daly.

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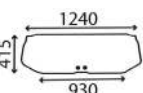
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12217
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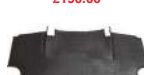
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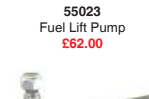
1980
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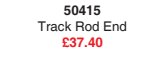
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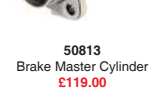
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1510
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1549
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ROADLESS REVIVAL

In a departure from his usual Massey Ferguson projects, Colin Wilson of Kelso recently stepped outside his comfort zone and took on the refurbishment of a 1978 Roadless Ploughmaster 78.

Pete Small finds out what attracted him to this rare Ford 6600-based conversion and how, with the help of a team of friends, he turned it into a sparkling showpiece within the space of a year.

Colin Wilson's 1978 Roadless Ploughmaster 78, one of a small number with a side-mounted four-wheel drive transfer box, looks like new following its extensive refurb.



WITH SEVERAL Massey Ferguson restoration projects under his belt and a collection of all things red and grey in his shed, Colin Wilson is synonymous with the Triple Triangle brand in and around his home town of Kelso in Roxburghshire. So what made this devoted red man take on a blue project – none other than a Ford 6600-

based Roadless Ploughmaster 78, of all things?

The fear of receiving a serious ribbing from his pals in MF circles must have been in the back of Colin's mind when he decided to buy a Roadless. But he also

knew he could count on the help and support of his close friend and avid Roadless enthusiast, Charlie McCrick from Sprouston, near Kelso. Regular readers of Charlie's Farm View columns in **CLASSIC TRACTOR** will be aware of his great enthusiasm for Roadless and his winning adventures with his 1957 Roadless Power Major and his play days with his restored 1970 Roadless 115, the latter having just received a second refurbishment at the hands of its owner.

Extent of the Ploughmaster overhaul



CAB REMOVAL

One of the first jobs was to remove and then strip down the Duncan Supercab.



STRIP DOWN

Taking the cab off made it much easier for the team to work on the mechanics.



REAR END

The PTO and the brakes were overhauled and four new BKT tyres were fitted.



BEFORE

This is what the cab interior looked like in 2018. The floor matting and most of the dash surround was missing and the vinyl seat covering was split and torn.



The Duncan Supercab was totally stripped down to a bare frame and rebuilt using new window rubbers and electrical wiring. New fenders, sourced from Logan McMaster, were also fitted.



The interior of the Duncan cab received new upholstery, a new seat and new floor matting, while the original parts that were good enough to retain were given a thorough clean.

Spending time with Charlie also brought Colin into contact with other Roadless owners and enthusiasts, including a group from Lancashire who are regular visitors to events in the Scottish Borders. Their infectious enthusiasm for all things Roadless rubbed off on Colin, prompting him to seek out a machine of his own.

The 1978 Roadless Ploughmaster 78 he settled on was well-known to Charlie, who had been telling his friend it would be a good project and a sound investment for some time. The Duncan-cabbed Roadless had been on the same farm from new, but even after Charlie took Colin to give it the once-over, he still wasn't sure, although he didn't hesitate to buy the farm's Massey Ferguson 30 drill on his first visit. Another enthusiast briefly showed some interest in the Ploughmaster, but it remained unsold. However, as time went by Colin gradually came around to the idea of owning the Roadless and he eventually went back to the farm to do a deal. The next stop for it was Charlie's workshop at Sprouston.

Colin's Ploughmaster 78 has a genuine Borders history. It was sold new by one-time Ford dealer Kelso Tractors to Anthony Barthel, a farmer from Carfrae

Farm in Lauderdale. One of the main jobs Mr Barthel had in mind for his Roadless was snow ploughing. Because he milked cows, it was vitally important that milk tankers had access along his farm's upload roads at all times during the winter months.

With the exception of a replacement engine block and brush-painted bodywork, the Roadless was generally very original and complete. The wings of the Duncan cab were rotten and needed replacing, but there didn't seem to be too many other areas of concern. Because it had been brush-painted in the past, leaving it in its original working clothes was never going to be an option, making it a good candidate for a full renovation.

Having made the decision to take on the

Right: The instrumentation and controls are pure Ford, but the plastic dashboard surround is unique to the Duncan Supercab. John Bownes, the Roadless parts supplier, was persuaded to sell a new 'old stock' dash surround to Colin.



FRONT AXLE

The cover plate on the axle was removed, allowing the differential to be tightened-up.



BARE FRAMES

All the glass was removed so the doors and cab frame could be sanded down.



CAB BACK ON

The date is 6 April 2019 and the refurbished cab frame has just been re-fitted to the Roadless.



Association (BVVA). However, it was a spell on a dynamometer which really blew the cobwebs out of the engine, cleaning the glazing on the bores and allowing it to run better and cleaner.

Work on the tractor started in earnest on the weekend following the BVVA's rally in May 2018. A strip down of all the cab and tinwork allowed

a team of sometimes up to six people to carry out some of the work, the aim being to have the finished tractor ready for the following year's rally. With a deadline to meet, Colin was grateful for the help he received from various friends and club colleagues.

The Ploughmaster's 78hp Ford four-cylinder engine, a replacement for the original, was running

Far left: On Colin's Ploughmaster 78, drive to the front axle is provided not by the traditional sandwich-type transfer box, but by this box mounted on the side of the transmission.

Left: The power steering system was re-plumbed with new hydraulic hoses and a new alternator was also installed. The engine, which had been replaced by the previous owner, only needed its tappets adjusting.

Left below and inset: Colin had to wait until John Bownes had sufficient orders to cast a batch of trunnion pin/A-frame brackets, inset, before he could complete the rebuild of the front axle.

well and only needed its tappets adjusting. The cooling system wasn't in such good order and required a new radiator, while in the oil cooling department Geordie Cook straightened out all the fins in the oil cooler before it was painted.

The removal of the rear hydraulic top cover allowed new seals to be fitted to the hydraulic piston, while the single spool valve block and piping were replaced by dual spool valves, the aim being to ensure that if required the Roadless could provide more than one hydraulic service.

Another of the rear end jobs involved fitting an assistor ram to give the lift a bit more 'oomph', as well as improving the look of what was otherwise quite a skinny rear linkage for a model of tractor that often found itself working in challenging conditions.

The PTO was refurbished and a new clutch pack was fitted. The fuel tank was closely inspected and found to be totally sound, but a new gauze and fuel tap were fitted.

Below: Colin's Roadless Ploughmaster 78 in the picturesque surroundings of the Tweed Valley, just outside Kelso. It spent its working life on a dairy farm just 18 miles away.





The wheels on Roadless tractors came under a lot of stress and strain, but on Colin's tractor three of them were good enough to retain, with only one requiring replacement. A set of rear wheel weights was also sourced, not only because they were considered useful from a practical perspective, but also because they were an extra that it was felt would enhance the tractor's overall appearance.

Colin says he would have loved to have fitted a genuine Roadless cast front weight block on the front end, but because they are very pricey he has had to be content with a set of standard Ford front end weights.

Quite a lot of time was spent on the four-wheel drive system. The differentials were all tightened up and the prop shaft was sent away to a specialist to get the splines and universal joints re-machined, overhauled and balanced up.

The A-frame that fits to the front end of the trunnion pin was worn and needed replacing. Colin needed one of the castings that is used to mount the A-frame and he had to wait while John Bownes of Winsford in Cheshire, the official supplier of new and used Roadless parts, had some new ones made. The brakes were another area that received attention and as a result of refurb work in this area, the tractor now has some very effective anchors.

With work on the mechanics progressing well, attention began to turn to the cab. As with many projects that involve cabs, especially of the quiet 'Q' variety, it is this area that often provides some of the greatest challenges, while also soaking up a significant part of the budget.

Roadless began fitting a quiet version of the Duncan cab to the Ploughmaster 78 in response to new noise legislation that came into force in June 1976. In addition to the Duncan, a new flat-floor Q cab made by Lambourn Engineering of Newbury in Berkshire became available as a £415 optional extra on the Ploughmaster 78.

From 1976 to around 1978, the Ploughmaster 78 was available with either a low-profile Duncan or a flat-floor Lambourn cab. On both versions, drive to the front axle was taken from a traditional transfer box sandwiched between the gearbox and transmission. However, in 1978, an updated version of the Ploughmaster 78, this time with drive to the front axle coming from a transfer box mounted on the side of the transmission, plus a new Duncan Supercab, was introduced. The £11,520 list price of the revised model

was £460 less than the Lambourn cab-equipped version.

It is thought that only eight of the later and shorter wheelbase low-profile side-drive Ploughmaster 78 models were produced, and Colin owns one of them.

Jack Hunter, one of Colin's friends who helped with the project, comes in for special praise. Earlier in his career Jack worked for a fibre glass manufacturer and when it came to repairing a crack at the rear of the roof panel on the Duncan Supercab, he had all the skills to do the job, along with several other tasks.

After it had been removed and stripped down, the cab, like the rest of the tractor, was re-wired. At Colin's insistence all the re-wiring was done to modern standards for reliability, safety and practicality. Some new 'old stock' front headlight lenses were located and fitted, while replacement rear light lenses were sourced through the internet. A new alternator was also fitted.

The cab panels required some work, with templates being cut out so that new sections of metalwork could be fabricated. New floor pans were also fitted and a new set of metal wings were sourced



Above: Damage to the fibreglass roof panel of the Duncan Supercab was skilfully repaired by helper Jack Hunter, whose previous employment with a fibreglass specialist came in very handy.

Below: The rear linkage received new pins, shackles and stabiliser chains, a retro-fitted nearside assister ram to boost the lift capacity and an extra pair of spool valves.





Above: While he was working on his Roadless Ploughmaster 78, Colin was also helping his friend Charlie McCrick to freshen-up his 1970 Roadless 115.

Left: One accessory that Colin would have liked, but couldn't justify, was a cast front Roadless weight block. The next best thing was four Ford front weights.



from Logan McMaster in Ireland. Gradually, the cab began to take shape.

When the structure had been repaired, Colin painted the cab himself in Charlie's workshop. While applying paint in the winter months is not ideal, the finished result is still extremely good. All the original glass was in good condition and so it was re-fitted using new rubber seals. The interior upholstery was replaced with new and new rubber cladding was fitted. One ultra-rare part that did need replacing was the dashboard surround. John Bownes had a couple of new ones in stock, but was reluctant to sell them. Fortunately, Colin got some help after his Roadless friends in high places persuaded the company to sell him one of the surrounds. All the instrumentation in the original Ford dash, including the clock showing 2689 hours, was retained.

The painting of the skid unit was done by Colin himself, who freely admits he is not a fan of two-pack paint jobs. He used a straightforward 'heritage' machinery enamel paint purchased from local New Holland dealer Lloyds of Kelso. Once again the painting was done in Charlie's workshop, with the floor being wetted to prevent dust rising due to the air gun disturbance. It was a case of trying to achieve a sympathetic paint finish, says Colin, like the one his tractor would have had in 1978. The aforementioned photo of a new Ploughmaster 78 in Stuart Gibbard's book on Roadless was the reference point for the finish that Colin was trying to achieve.

Many other smaller detail jobs still had to be done once the painting was completed, and at this stage all the members of the team were burning the midnight oil as the date of the BVVA 2019 rally was fast approaching. As always with these refurbishments it is some of the smaller jobs that can take the time.

Colin's decision to fit new radial tyres meant a slight deviation from the 'reference' tractor shown in the Roadless book, but he knew that radials would provide better grip, which was important as he intends to put his Roadless to work in the future.

Other finishing jobs included the fitment of a new exhaust pipe. The choice of pipe was actually the point of much discussion, but in the end Colin and his friends concluded that the slimmer Ford 5000-era exhaust pipe looked better than the correct and much chunkier pipe used on the Ford 6600.

At the eleventh hour, just as the weekend of the rally dawned, the completed Roadless rolled out of the workshop, exactly 51 weeks after the project began. This was a remarkable achievement considering that Colin and Jack had also been helping Charlie to refurbish his Roadless 115 at the same time, prior to it being professionally painted. Now stabled together, the two Roadless classics from the 1970s make a great pair.

The gleaming Roadless Ploughmaster 78 made a great impression at the BVVA rally at Kelso on 18-19 May 2019, and it also collected some awards along the way. But what was more important to Colin was the blessing that it received by the real Roadless men, who rated it very highly.

Colin would like to find a same-age Ransomes four-furrow conventional plough to put behind his Roadless. This will allow him to put his tractor to work and see just what it can do – and there's every indication that this could be rather a lot. The sight of a resplendent Roadless Ploughmaster 78 pulling hard in the furrow, with a whip of smoke coming from its exhaust, would be the icing on the cake.



Useful contacts

■ ROADLESS PARTS (DASH BINNACLE, A-FRAME CASTING, ETC.)

John Bownes Ltd, Court House Farm, Swanlow Lane, Winsford, Cheshire. Tel: 01606 592639.
www.roadless.co.uk

■ **WINGS** Logan McMaster, Ballymena, Co. Antrim, Northern Ireland. Tel: 028 258 61300
www.lmcmaster.com

■ **PAINT & ELECTRICAL COMPONENTS** Lloyds, Hunters Hall, Kelso, Scotland, TD5 8BQ. Tel: 01573 227400. www.loyd.ltd.uk

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COUNTY JOINS COLLECTION

A rare 'long nose' version of the County 1474 that once appeared on the front cover of **CLASSIC TRACTOR** has returned to the county where it spent its working life between 1988 and the late 2000s, reports Rory Day.

The County 1474, registration number F192 KTL, was originally supplied new to J. C. & F. Enderby from Winceby, near Horncastle, Lincs, by local Ford and County dealer J. T. Friskney of Horncastle, in 1988. Manufactured at Fleet in 1986 and stamped with the serial number 49613, it was one of a pair – one new and one an ex-demonstrator – that were purchased by Friskney from either County or its former owner David Gittins at the same time in 1988. The Enderbys took delivery of the new machine in July 1988, while the ex-demonstrator, registration G210 TVL, was sold to a farm in north-east Lincolnshire where it remained until the early 2000s.

Meanwhile, F192 KTL settled into a routine of cultivation work and occasional snow ploughing on the Enderby family's mixed farm, often working alongside a short-nose version of the same model that had been with the business since 1984.



When **CLASSIC TRACTOR** celebrated 75 years of County Commercial Cars in the October 2004 issue, it was the Enderbys' long-nose County 1474 that appeared on the front cover of our anniversary issue. At the time the tractor had done just 3000 hours.

During the late 2000s it was sold to an enthusiast from Devon. It remained in the same ownership until just before Christmas, when collector Richard Mason from Boston in Lincolnshire concluded a deal to bring it back to within a few miles of where it once worked. "I was able to bring it home and surprise my son Simon with it on Christmas morning, which was no mean feat, but it worked well and he was delighted," says Richard.

The exceptional and very original 1474 has joined a County 1884 in the Masons' extensive collection of Ford and rare Ford conversions. Their 1984 County 1884, also pictured, is one of the finest examples in preservation, having bright and original paintwork and also having done low hours. Standing shoulder to shoulder, these two long-nose Countys make a true dream team.

Very early JCB employee has passed away

■ One of JCB's earliest employees, who rose from his initial job as a £1 per week teaboy to become a director of the firm, passed away on 5 January at the age of 86. Bill Hirst MBE was the third person to be employed by company founder Joe Bamford



Above: Bill Hirst, left, in 1947 with Joseph Cyril Bamford, second from far right, holding his son Anthony, now Lord Bamford.

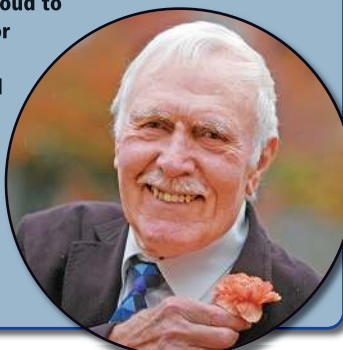
after leaving St Joseph's School in Uttoxeter in 1947 at the age of 14. He joined the fledgling business when it was based in stables at Crakemars, three miles down the road from where JCB's current World Headquarters is located at Rocester, Staffordshire. Bill was instrumental in the relocation of JCB to Rocester in 1950, to the site of a former cheese factory. He knew Joe Bamford was searching for a new location for a factory, and suggested the Rocester site. He had a personal interest in moving there as it was closer to home and meant he could spend an extra 10 minutes in bed each morning!

Bill started his National Service in 1951 and was posted as a Royal Military Policeman to Kenya. He returned to JCB two years later.

On his return to JCB, Bill was employed in various departments. He completed 10 years as welding foreman, five in research and then joined the service and spares department at Rocester as a service engineer, later becoming warranty and final inspection manager. He was awarded the MBE for services to export in the 1975 New Year's Honours List and became JCB's technical services director in 1981, finally retiring 10 years later.

Speaking on JCB's 65th anniversary in 2010, he said: "I am proud to have been part of JCB – it's been my life."

Paying tribute to Bill, JCB chairman Lord Bamford: "Bill and his generation helped my father to build a company which became a real force in the world of construction equipment. Bill was very proud to have worked for JCB and will be remembered by many, many people from the early days of the company."



News Briefs...



DEERES ON MARKET

■ A pair of classic John Deere combines, one of which is believed to be the only one of its kind in the UK, have been put up for sale by Northumberland-based John Deere fan Michael Charlton. He imported his John Deere 330 self-propelled combine and 360 trailed machine, both dating from around 1970, from Germany 8-10 years ago with the intention of giving them a run at harvest times. But his busy farming and contracting business hasn't left him with the time to use them, and now would he would like to see them go to someone who will be able to put them to work. Apart from being self-propelled and trailed, the combines are the same, with 8ft headers, 31in side threshing cylinders and three straw walkers. Both are in very good working condition. The 330 has a three-cylinder John Deere engine producing around 48hp. "The John Deere 330 model was never sold in Britain, and this one is probably the only one in the country," says Michael, who can be contacted on 07768 662419.



HIGHLY ORIGINAL IH

■ A low-hour, highly original 1984 IH 956XL that was once owned by a member of IH's German board of directors has joined the growing IH collection of Austrian machinery ring manager Herbert Starzinger, reports Sandy Cox. Spotted by Herbert on eBay last autumn, the 956XL was previously owned by collector Frank Tuinmann, near Bremerhaven in northern Germany, who used it for rallies. It was built at the German IH plant at Neuss and was first owned by Karl Heinz Misfeld, who is said to have been a director of the company. It was used for loader work and other tasks on a farm of a relative in the local area. When recently advertised on eBay, the 2800-hour IH created a lot of interest. That's not surprising as apart from its repainted wheels it is totally original.

News Briefs...



IH 634 AWD IS EARLY

■ Following **CLASSIC TRACTOR'S** recent coverage of very early IH 634 All-Wheel Drive models (January & February), another early production machine has come to light, reports Rory Day. Reader Barry Garfoot, a civil engineer and prolific collector of four-wheel drive conversions from Leicestershire, has sent us details of his IH 634 AWD industrial, stamped with the serial number 506. The tractors we featured recently were serial numbers 503 and 504, so this makes Barry's machine the third oldest known survivor. It was one of 24 equal-wheel 634 AWDs built during the first year of production. A total of 260 were produced from 1969 to 1972.

KIROVETS HAS NEW OWNER

A Kirovets K700A tractor, believed to be the only example in the UK, has recently changed hands and now belongs to keen classic tractor collectors and farmers Rupert and Angus Drury, who plan to put it back to work this spring on their farm near York, reports David Laley.

Kirovets K700A tractors are still a common sight in their native Russia and on large arable farms across eastern Germany. Based on technology that harks back to the early 1960s, these big, rugged tractors and the outwardly similar K701 enjoyed a long production run from the mid-1970s into the 21st century.

The K700A was powered by a 14.9-litre V8 YaMZ-238ND engine turbocharged to deliver around 225p, while the K701 introduced at the same time benefitted from a V12 YaMZ motor. Power is fed through a mechanical constant mesh gearbox with four ranges and a total of 16F/8R gears. By modern standards, the inside of the cab is dated: it doesn't have any creature comforts and the view out through the front screen isn't that good.

However, that hasn't deterred arable farmers Rupert and Angus Drury from purchasing this immaculate 1989



model with 5000 hours clocked from a collector near the North Yorkshire Moors, who imported it privately eight years ago.

"The previous owner used it briefly at a steam rally, but never had the space to keep it under cover and wanted it to go to a good home," explains Angus. "Once we had bought it and given it a decent wash, it came up looking very fresh."

Rupert and Angus hope to put the tractor to work this spring alongside their Case-IH Steiger 9370. That will be quite a sight and hopefully **CLASSIC TRACTOR** will be there to see it.



ROADLESS TRACTORS



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Book by MF legend is launched in Coventry

■ The launch of former Massey Ferguson photographer Ted Everett's book about his experiences over the 66 years he worked for the farm machinery manufacturer became an impromptu reunion when many old faces from the company attended the event at the Massey Ferguson Social Club at Tile Hill, Coventry, reports Kathy Jarvis.

The venue was just a stone's throw from the former site of the Banner Lane tractor factory, and guests were greeted at the entrance by one of its former products, a pristine 1963 MF 35X loaned by

Chris Clack. Inside was a 1955 Lenfield narrow conversion of a Ferguson TE-F20 diesel tractor, loaned by John and Graham France, which was built three years after Ted began working for

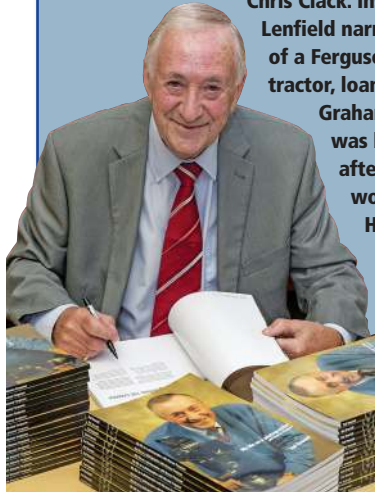
Harry Ferguson in April 1952.

With over 300 photographs, Ted's book – *My Life as a Photographer with Massey Ferguson* –

offers a unique perspective on an important chapter in MF's history, as well as a fascinating collection of memories and anecdotes from the company's longest-serving employee. The book, previewed in CLASSIC TRACTOR'S January 2020 issue, charts Ted's career from the age of 15 in 1952 to the day he fully retired in 2018. He captured the products, the people and the events of the firm on camera throughout his 66-year career.

Special guest speakers at the launch were three former MF senior executives: Richard Markwell, who was vice-president and managing director; Campbell Scott, former director marketing services; and John Lee, who headed-up manufacturing at the Banner Lane plant. Congratulating Ted on his wonderful achievement, Richard Markwell said he was an outstanding example of the profoundly professional people who worked for the brand. Like many others, he would, in his heart, always be Massey Ferguson. Speaking afterwards, Ted said: "I am overwhelmed by the response to the book and thrilled that so many people came to the launch. It has been really exciting to see my work come to life on the printed page. I hope people enjoy reading it as much as I enjoyed putting it together."

My Life as a Photographer with Massey Ferguson, by Ted Everett, is available from Amazon at £25 plus p&p.



News Briefs...



Photo: David Laley

SHOCK FOR DEALER

■ John Deere dealership Sharmans, which has five branches covering an area that includes parts of Lincolnshire, Leicestershire, Nottinghamshire and Northamptonshire, was shocked to be told in December that its John Deere franchise, which it has held since 1990, will end on 31 October this year. Describing the decision as 'brutal', the firm says it has been number one in its area for the last 25 years and has never missed a sales target. In a statement, Sharmans says that John Deere's European dealers were informed at Agritechnica in November that there would be a reduction of around a third to a fifth of current dealer groups, with dealers covering up to double their current tractor sales area and having an annual turnover of €100mn, including sales of 30 combines and 15 forage harvesters each year.



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Shown on Smithfield stand

It was interesting to see the photograph from the 1974 Royal Smithfield Show at Earl's Court in the January 2020 issue. I nearly dropped my tea when I realised the personal significance of what was on the International Harvester stand in the photo.

Back in the early 1970s my Dad and his brother inherited our 200-acre mixed arable and hop farm in Kent. After a few years my Dad bought out my uncle's share of the business, and at this point my uncle started operating a contracting business carrying out, amongst other things, direct drilling with a Bettinson drill (I think it was a 3D model).

My Dad and uncle went up to the Royal Smithfield Show one year and ended-up buying an IH 674 to pull the drill. According to my Dad, the sales representative said: "If you place an order today, you will get the actual tractor here on this stand."

When the representative's back was turned my uncle lifted a trim mat somewhere in the cab and made a scratch on the paintwork. When the tractor arrived on the farm, sure enough the scratch was exactly where he had put it when he first looked at the tractor at Earl's Court.

When direct drilling fizzled-out later in the late 1970s, the balloon tyres on the IH 674 were switched for some narrower tyres and the track width changed to 72in to help with potato work. The IH 674 was also used for sub-soiling, summer cultivations, this being in the stubble burning era, autumn disc harrowing between the plough and drill, spring cultivation ahead of potato planting and corn carting to the local grain store when we moved away from on-farm storage.

In later years it was often driven by casual staff and got some abuse, leading to doors and windows getting destroyed, and a ruptured fuel tank. The latter issue was caused when a drawbar pin that had been hung on the levelling box handle somehow flipped upside down when the linkage was down; then when the operator raised the arms the pin penetrated the fuel tank. Allegedly the operator didn't notice there was a problem with the tank until he ran out of fuel halfway through the day!

Our IH 674 was registration GKN 392N, which makes it 1974/75 and thus it must have been one of the tractors in your photograph taken at the 1974 Royal Smithfield Show. I'm guessing it was the one either hooked-up to a round baler or possibly the one top left on the stand, with its back towards the camera.

The tractor remained on our farm right up to about 1990, when we sold half the land and got the rest farmed by contractors. We sold our machinery to Drake & Fletcher in Ashford.

If, by any chance, this tractor is still around I would love to hear about it. Also it would be great to know what became of the other tractors we had at the time, namely the following models: John Deere 1640 (MKK 785W) with a Sekura OPU cab; John Deere 1140 (CKL 266Y) with a Sekura low-profile cab; MF 165 (GKJ 766N) with MF loader and Cameron Gardner rear forklift; MF 65 (RKN 137); and MF 135 (VFN 969J) and MF 135 (UKT 358T), both with shell mudguards and aftermarket safety frames.

■ **Phil Amos, West Linton, Scottish Borders.**

Editor – According to the DVLA, your old IH 674, registration number GKN 392N, was first registered in December 1974, presumably just after the Royal Smithfield Show, but it has not been taxed since December 1988. Sadly, it doesn't look too hopeful for your other tractors. Only your old John Deere 1640 and T-plate MF 135 have been taxed since 1988; the former was last taxed in March 2006 and the latter in November 1994.

Upheaval for dealers

The spate of dealer mergers, acquisitions and franchise terminations that has taken place in the farm machinery industry during recent years has caused upheaval and concern.

To see small and now medium-sized dealerships being shown the door by major manufacturers is unedifying to say the least. These dealers put the majors where they are today: they were available 24/7 for their customers and were an integral part of the farming community. They deserved better.

The manufacturers, in their defence, claim that

bigger territories are necessary for growth, improved after-sales service etc., etc. Whilst this may be partially correct it does not cover all the bases.

The hard facts are that the biggest competitor for any franchised dealer is the neighbouring dealer with the same franchise. This means that committed users of a certain brand can shop around these same franchised dealers for the best deal.

The creation of fewer but larger multi-outlet groups makes shopping around harder and maybe even futile. It will be one quote and that's it. The eradication of this competition may be good for manufacturers, but not for the end user who has to pay the price.

In addition, the extra leverage the manufacturers will enjoy may not be in the best interests of the end users or indeed the dealers. We may also see restrictions placed on what other product lines these dealers may be permitted to retail, etc.

In short, big is not always beautiful in this industry where traditional, long term and personal dealer/end user relationships are an essential part of the way business is and always has been done.

Sadly, this concept seems to have escaped some of the big manufacturers.

■ **Alan Kellett, Rookhope, Co. Durham.**

Past Super 90 owner

In your article on the Massey Ferguson Super 90 that is believed to be the only remaining original UK import (**CLASSIC TRACTOR** February 2020), you mentioned that this tractor's original operator's manual had also survived and was now in the hands of a local collector. Well, that collector is me!

As well as the manual, I also have a catalogue for the farm machinery auction that was held after the first owner of the tractor, Stan Farrow, passed away in 1973. The Massey Ferguson Super 90, registration CJL 987C, was one of 15 tractors in a two-day sale held by auctioneer J. H. Killingsworth on behalf of the executors of Mr Farrow at Thelwater Farm, Thorpe St. Peter, near Boston, Lincs, on 22-23 February 1974.

Mr Farrow farmed around 500 acres and the size of his machinery fleet suggested it was a labour and machinery intensive operation. As well as the MF Super 90, he also owned an MF 35, two 35Xs, a 65, four 135s, a 165 and a 178, plus a Caterpillar D2, a 1969 Track Marshall TM55 and a 1951 Nuffield Universal equipped with a Webb sugar beet loader/loader. Other machines included an MF 135-powered Standen Solobeeet sugar beet harvester and a Clayton M135 combine.

At the time of the auction, Mr Farrow's Massey Ferguson Super 90 was stated to have done just 1337 hours. Quite why such a powerful and costly tractor for its time had only averaged 167 hours a year during its eight or so years with its first owner is unknown. In comparison, Mr Farrow's 1969 MF 178, which was three years younger than the Super 90, had done 4160 hours at the time of his sale in early 1974.

■ **Nigel Harness, Friskney, Lincs.**

Editor – Interestingly, the late Mr Farrow's Massey Ferguson Super 90 and his Nuffield-based Ernest Webb sugar beet loader/cleaner were purchased by the same person, a local Lincolnshire farmer, at the dispersal sale of his machinery in February 1974. The unusual Webb loader/cleaner and its Nuffield host have also survived and are in the same ownership as the MF Super 90 and an ex-UK evaluation MF 85. All three machines are coming up for auction in mid-Lincolnshire in April.



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The G. J. Orford & Partners' management team consists of John Orford and his daughters Alison Lawson, centre, and Sheila Johnson.

SPEEDY SERVICE

John Orford has been a contractor for over half a century and for 30 of those years he's been evaluating and using JCB Fastracs in his family's Norfolk-based business, G. J. Orford & Partners. Chris Lockwood looks back at the machinery run by the company over the past 50 years and finds out more about its founder's long and influential involvement with JCB's high-speed tractors.

G. J. ORFORD & PARTNERS, based at Hill Farm, Fersfield, near Diss, in south Norfolk, is run by John Orford and his daughters Sheila Johnson and Alison Lawson. As well as farming 600 acres in its own right, the family business also carries out a substantial amount of contracting work, undertaking fertiliser and lime spreading, sugar beet drilling and harvesting, cereal harvesting, baling, spraying and stubble-to-stubble operations.

John is perhaps best known nationally for his involvement with the fledgling JCB Fastrac back in the early 1990s, when reports on his early experiences using JCB's then brand new and much talked about high-speed tractors regularly appeared in the farming press.

John first started contracting in 1969 with a Ford 4000 Select-O-Speed, and it was Ford tractors that formed the backbone of his fleet for much of the next decade. Right from the outset sugar beet was a major

part of the business, with both drilling and harvesting being undertaken, the former operation being carried out using a massive 15-row Webb precision drill made to John's specification. This machine, an early example of John's continuous desire to be at the forefront of technology, was later offered on the open market. It was capable of an output of five acres/hour at a time when smaller five- and six-row drills were the norm.

"The Select-O-Speed transmission was a dreadful thing really," recalls John. "But it was also streets ahead of its time. I had quite a spell on Fords, and also used a County 1004 for heavy cultivations, followed by an 1164. I also had two Ford 8600s, mainly to drive a trailed forage harvester. The first one was good, but we had a lot of problems with the second one and it ended up putting a con-rod through the side of its block.

"The dealer, J. J. Wright of Dereham, brought us another tractor and Ford representatives met with us to discuss what to do," he continues. "In the end we decided to start again, and they put a new tractor on the farm. Everyone

was really good about it, and despite all of the hassle I was probably only without a tractor for four hours. But Fords went through a bad time with porous blocks and that led to a short spell with Masseys."

The very early 1980s heralded the beginning of the Mercedes-Benz MB-trac era at G. J. Orford & Partners. The first MB-tracs to arrive were 800 and 900 models, the former being used for spraying with a Tecnomat demount and the latter for trailer work. These two units were joined by a flagship MB-trac 1500. The two smaller four-cylinder models were then replaced by a trio of MB-trac 1000s, and these were later joined by an 1100, bringing the number of MB-tracs in the Orford fleet to five.

"I first went for MB-tracs as, having run Countys, I liked the equal-wheel format," explains John. "Our biggest MB-trac, the 1500, was equipped with reverse drive so we could use it with a Mengele forage harvester. It also did the

Below: G. J. Orford & Partners' current Vervaet Beet Eater 617 sugar beet harvester unloading into a Bailey trailer pulled by one of the company's four JCB Fastrac 4220s.





Above: Ford tractors, including this impressive 8600 (120hp), provided most of the power for the business during the 1970s.

Above right: MB-tracs began to take over during the early 1980s. Seen here in the yard at Fersfield are, from left, a 900, an 800 with a Tecnom sprayer and a 1500, the latter equipped with reverse drive.



ploughing with a five-furrow Dowdeswell, which it handled easily.

"My daughter Sheila carted all of our sugar beet into the Bury St. Edmunds factory with an MB-trac 1000, doing up to five loads a day," he recalls. "The MB-tracs provided a good ride and depending upon what you were trying to do the 1000 was probably the Rolls-Royce model. Later, when the 1100 was launched, it became my favourite as it was the most versatile model, being compact and light, with plenty of power.

"We bought our tractors from Manns of Saxham," adds John. "The MB-tracs were reliable machines and we stayed with them until it was announced that production was ending. I think Mercedes should have kept them going and developed them further, but they seemed to want to do more with their trucks rather than tractors."

During the 1980s John also ran a fleet of conventional tractors which were often used for potato-related tasks such as de-stoning and harvesting. In 1987, he reverted back to Ford blue with an intake of five E-registered Force II models supplied by Dalgety Group dealers E.H. Knights of Harleston and Cornish & Lloyds of Bury St. Edmunds. The tractors, consisting of four Ford 6610s and a solitary 7610, were all specified with four-wheel drive. They were later joined by a 7810 Silver Jubilee, adding yet another colour to the contracting fleet.

With the end of MB-trac production on the horizon, John heard a rumour that JCB was developing a high-speed tractor and so he approached the company at the Royal Show.

"I went onto their stand and enquired about the tractor they were building," explains John. "They were polite, but said, 'No, that's incorrect – we're not building a tractor, you've got the wrong firm.' Someone else came over and reiterated what the first person had said, but I told them I had five MB-Tracs coming up for replacement and suggested they might like to take my details anyway, which they did. A few months later they came to see me with an easel and did a presentation of the concept of what would eventually become the Fastrac."

John was then invited to join a small group of farmers and contractors who were asked to field test JCB's HMV (High Mobility Vehicle) 130 prototypes in order to provide feedback. He received one of around 14 prototypes during the summer of 1990, a few months prior to the public unveiling of the HMV at



Left: According to John, a prolific operator of MB-tracs during the 1980s, the company's 1100 had the edge over other models due to its high power to weight ratio.

Below left: The large Richard Western trailer behind this MB-trac 900 was used to haul grain and sugar beet during the early 1980s.

Below: This publicity photograph, featuring John, his collie Rose and a new JCB Fastrac 145 Turbo, was staged by JCB on its own land in 1991. It was then used in that year's 'Driving is Believing' publicity campaign for the Fastrac.





Above: John tested this JCB High Mobility Vehicle (HMV) 130 prototype, registration number G409 FBF, during the summer of 1990 to enable him to provide JCB with feedback on the concept.



Right: Norfolk contractor G. J. Orford & Partners was a very early user of JCB Fastracs. The company's fertiliser spreading fleet, seen here in around 1992, consisted of a self-propelled Big-A 2800, a JCB Fastrac 125-65 with a trailed KRM Bredal and an MF 3125 with a mounted Bredal.

the Royal Smithfield Show in December of that year. The prototype sent to John had been road registered in May 1990 as G409 FBF, and it was fitted with a basic cab with a flat windscreen. Although many early Fastrac prototypes had exhausts routed behind the cab, by the time John's machine arrived in Norfolk it had a bonnet-mounted exhaust, as per the later production tractors.

"It was very basic inside the cab," he recalls. "But the prototype was just to show what the concept promised for the future and to establish what it was capable of. JCB disguised them and the one we had was painted grey and red. We had it for a specific period of time and mostly used it for baling with a New Holland D1000, which was a brilliant baler and made a nice size of bale which was popular."

The JCB Fastrac went into production in June 1991 and a month later two brand new models, a 125 and a 145 Turbo, were delivered to Fersfield on J-registration plates, these being believed to be the first Fastracs to be sold in Norfolk. By now John was farming 400 acres himself, growing wheat, sugar beet and potatoes, plus farming another 500 acres for other landowners, as well as running an extensive contracting business employing five full-time staff plus seasonal workers. His daughter Sheila was also a partner in the business, running the office and the fertiliser spreading activities which now covered 25,000 acres annually.

The JCBs inherited a varied workload from the MB-tracs, carrying out

everything from sub-soiling and ploughing through to combination drilling, baling and spraying, as well as lots of trailer work. Hauling sugar beet to the Bury St. Edmunds factory was a major job for the Orfords' JCB 145 Turbo. At the time, high-speed trailers were in their infancy, so John had a bespoke 'fast' trailer, complete with running gear of commercial vehicle standard, made by G. T. Bunning of Dereham. It was light enough to allow 15t of sugar beet to be transported without exceeding the then 24t maximum gross vehicle weight.

"I put in my order for a Fastrac 125 and 145 Turbo before these models were officially launched," recalls John. "They replaced our last two MB-tracs and they came from Manns, which had now taken on JCB. I liked the 145 Turbo – it could do more than a normal tractor and was far more



Right: John's first-generation JCB Fastrac fleet consisted of a 140hp 145 Turbo, centre, and two lower powered 125s with 117hp naturally aspirated Perkins engines.

Below: The Fastrac 2000 Series was particularly well-liked by John due to its versatility and relatively light weight. This 2008 JCB Fastrac 2155 is seen drilling sugar beet with an 18-row Kverneland Accord Monopill S drill in 2009.





comfortable. It went on a Claas Quadrant 1200 baler during the summer, ploughed with a six-furrow Dowdeswell DP6 and carted sugar beet during the winter. By now we had stopped offering a forage harvesting service as there were fewer dairy farms in the area."

Several articles on John's early experiences with his JCB Fastracs appeared in the farming press at the time. In one of them, John noted that the Fastrac's full suspension gave it an advantage over the MB-trac. He also believed that the Fastrac's weight distribution was superior to a conventional tractor, adding that it needed weights only for traction, rather than as a counterbalance for implements. Negatives included the absence of a change-on-the-move splitter gear, a lack of natural progression between the ratios, which meant that both the gear and range levers often had to be changed at the same time, and the lack of an electronic monitoring and information system.

John's then three-month old JCB Fastrac 145 Turbo also took part in a ploughing marathon that saw it working continuously for 24 hours, from 7pm

Fertiliser spreading

FERTILISER SPREADING, especially high-rate P&K base fertilisers and salt for root crops, is an extremely important part of G. J. Orford & Partners' business, taking them over a vast area of East Anglia. It was already an important task when a new high-capacity Amazone ZG-5000 trailed spreader was purchased for the 1976 season. The then Amazone importer Taskers Trailers of Andover claimed the ZG-5000 had a work rate of an acre a minute. John's spreader started work in January and by October of the same year it had covered 6000 acres. It was pulled behind a new P-registered Ford 8600 fitted with dual wheels and serviced by a Ford 4000 with a loader.

The following year another revolution was on the cards when John purchased a new Terra-Gator 1253 direct from the importer BTB (Equipment Sales) Ltd of Blackburn, Lancs. It was delivered just before the harvest of 1977 and helped the spreading business gain further momentum. Powered by a V8 Cummins V-555 engine and running on three flotation tyres it enabled faster and more accurate spreading to be carried out at up to 15mph, while providing a smoother ride and reduced ground pressure. The spreading body held around 6t of fertiliser and could spread at widths from 18-27m, depending upon the type of product, making a work rate of 100 acres/hour possible.

"We were very early users of the Terra-Gator," notes John. "When we started spreading J. & H. Bunn approached us and offered us a Big-A, but we would have been tied solely to them then, and I wanted to remain independent. So we went for the Terra-Gator, which was the only other option on the market. "In later years we ran Big-A spreaders after the company had been bought by Ag-Chem in the US, because that's what was available and being pushed in the UK. We stayed with Ag-Chem and Challenger products right up to the end and our last one, a Challenger-branded machine, was bought just before AGCO stopped making them, which they didn't tell us at the time.

"We have now got a Ploeger with a driven front wheel, which is very good," he continues. "Stephen, who has driven our self-propelled spreaders since day one, was visited by Ploeger engineers to get some input into the machine when they were designing it. The Terra-Gator did get stuck, but our current machine won't, and if it does, well, we really shouldn't be on the land. We also use a four-wheel Multidrive and numerous trailed Bredal spreaders."



This high-capacity Amazone ZG-5000 spreader, seen here being pulled by a new Ford 8600, was delivered for the 1976 season.



John purchased his first self-propelled spreader, a US-built Terra-Gator 1253, in 1977.



G. J. Orford & Partners employed a succession of Big-A spreaders from the late 1980s through to the late 1990s, and it continued to use updated versions made by successor brands Ag-Chem and Challenger into the 2000s.

Below: As well as operating two self-propelled spreaders, G. J. Orford & Partners also runs several trailed Bredal units. This JCB Fastrac 2170, pictured in 2014, has since been superseded by a Fastrac 4220.



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Above: This JCB Fastrac 1135 was one of a number used during the late 1990s. The grab fitted to the KRM Bredal trailed spreader turned spreading into a one-man operation.

Below: The early grey-bonneted JCB Fastracs were soon replaced by three 135-65 models, seen here with an older 125-65, from the second generation 100 Series.



on 25 October 1991 through to 7pm the following evening, covering 75 acres in the process. The effort was well-supported, with horse and vintage ploughing also being demonstrated, and it raised over £5000 for charity.

"We ran the first two Fastracs for a relatively short time," notes John. "They didn't have splitters, which was the main reason we replaced them fairly quickly with 135-65s, which had splitters which doubled the number of gears available and were generally updated. We ran three of these models, one of which was fitted with a demountable Schering 24m sprayer made by Knight. A lot of people criticised the turning circle, but you could turn sharply enough to catch a trailer drawbar on the rear wheels, so why

Below: This 2010 JCB Fastrac 7230 clocked up many hours of sugar beet carting and baling, and was well-liked by John and its drivers.



Sugar beet harvesting

Below: The first Vervaet sugar beet harvester in the UK was ordered by John Orford for the 1992 campaign.



BY THE LATE 1970s the area of sugar beet being harvested by John was increasing, and his three-row, two-stage Standen system was becoming stretched. At the time, self-propelled six-row harvesters were still in their infancy in the UK, but always keen to use the latest equipment, John bought one of the first Matrot MT05F machines sold by recently appointed importer Melford Machinery of Cockfield, which he then used to lift 800 acres.

"The Matrot was a good machine," he recalls. "It was better than the Standen system because you were not running two tractors between the rows before they were lifted."

Sugar beet continued to be at the heart of the contracting enterprise throughout the 1980s and into the 90s, with Stanhay Webb Rallye and Kleine Unicorn drills being used to establish the crop and weed wiping undertaken during the growing season.

A Matrot harvester was still used, albeit now to lift 1500 acres, and it was usually changed annually for a new machine. As a result, a succession of M31 Electronic models were followed by one of the first examples of the new M41 in 1990. These were all conventional six-row self-propelled harvesters, with a topper mounted ahead of the front axle, lifting gear between the axles, and a small holding tank to allow trailers to be changed over without stopping.

However, change was in the air and to remain one step ahead for the 1992 campaign John ordered a new Vervaet 12-T tanker/harvester, the first to be sold in the UK, from Holland. Now, with all the topping and lifting being carried out ahead of the front wheels, the soil wasn't being compacted around the beet and the rows were not being displaced.

Running on wide tyres, the Vervaet's ground pressure was relatively low for its size, and it left fields in better condition with fewer ruts. The new harvester also lifted a greater area – some 1800 acres a season. Since then G. J. Orford & Partners has regularly updated its Vervaet harvester. It currently runs a Vervaet Beet Eater 617.

"I've known both the UK importer, Jeremy Riley, and the Vervaet family, Edwin, Robin and Frans, for a very long time and they've become good friends," notes John.

would anyone want to turn any tighter than that?"

The Fastracs were not the only new tractors to arrive at Hill Farm during 1991, as a trio of conventional Massey Ferguson tractors, supplied by Cowies Eastern Tractors, also joined the fleet. The most powerful of these, an MF 3125, was purchased on account of its high power to weight ratio, which made it ideal for baling, ploughing, combi-drilling and drilling sugar beet with an 18-row drill. The other new arrivals consisted of an MF 399, which was mostly used for trailer work and ploughing, and an MF 390 with a Synchro 12 shuttle transmission and a Howard loader which was used for handling grain and sugar beet.

The same year – 1991 – G. J. Orford & Partners was awarded the prestigious Farmers Weekly 'Contractor of the Year' award.

By the mid-1990s, seven of G. J. Orford & Partners' eight tractors were JCB Fastracs, the exception being the MF loader tractor. During this time, the business ran one or more examples of most of the different Fastrac models produced by JCB. For example, in 2001 the business was operating an M-registered 135-65, two 1135s, a 2135, two 3155s and a 3185.

"There were people who had been anti-Fastrac because they said they couldn't turn around with them," recalls John. "But when JCB introduced four-wheel steer on the Fastrac they won over a lot of these people who hadn't wanted one before. The 2000 Series were particularly good and I liked the 3000 Series too. We've still got a 3230 – they were very good – but



Above: This 12-year old JCB Fastrac 3230 remains in the current fleet alongside four new Fastrac 4220s. It is used for heavy cultivations, top work and carting sugar beet.

again it depends what job you're going to do. It's a bit like having an MF 135 and a 165, or a Dexta and a Major, on a farm: with a JCB Fastrac 2000 Series and a 3000 Series you had one of each size and weight and could do everything.

"We had a Fastrac 7230 which I liked a lot," he adds, "and we also had an 8250 which was a good tractor. They both did a lot of hours, mostly carting sugar beet and baling. JCB got those tractors right for the jobs they were doing. These were all supplied by Nicholsons of Stalham, another family business which provides us with great back-up. Their technicians are second to none."

G. J. Orford & Partners' JCB Fastrac 2000 Series models were particularly well-matched to KRM Bredal K85 spreaders and they became a mainstay of the fleet from the late 1990s until recently. Somewhat unusually, they were often equipped with front loaders, enabling one tractor and operator to both load and spread. One of these distinctive set-ups regularly appeared in British Sugar's advertising for LimeX products.

"For versatility the Fastrac 2170 was the best combination of size and power and probably my

favourite Fastrac," states John. "You could do everything on the farm with a 2170 – from drilling beet to spraying and ploughing. Second-hand 2170 models always sell well because they're very useful tractors.

"JCB spent a lot of time here when they were developing the current 4000 Series, and I told them they should have basically kept the 2170, added 15-20hp and up-dated the cab, which would have given the 2000 Series another 10-15 years of extra life," he says. "But they spent all that money and developed a totally new tractor. We have got four Fastracs 4220s, three of which have loaders, but I'm personally not keen on them – I think they are too electronic – but that could be said of a lot of tractors these days.

"Conventional tractors have almost caught up with the Fastracs now, and we've actually gone over to Case IH tractors recently, supplied by Nicholsons, following the loss of their JCB franchise," explains John. "We previously used a Fastrac 2170 on the weed wiper, and

G. J. Orford & Partners' sugar beet carting set-up in 2012 consisted of a JCB Fastrac 7230 and a 2170, both with Bailey trailers.



we did try a 4220 on this job, but it actually looked ridiculous – it was far too big – so we bought a Case IH Maxxum 150 to use on the sugar beet drill and for lighter jobs as there isn't a suitable Fastrac model available to replace the 2170. We've also got a Case IH Optum 300 that we use for carting sugar beet now. After trying one out last season, the driver was impressed by how comfortable it was." 



Above: Cereal harvesting in the late 1990s with G. J. Orford & Partners' Claas Dominator Mega 218 combine and a JCB Fastrac 1135 with a large Bailey trailer.



G. J. Orford & Partners ran a number of 170hp JCB Fastrac 2170s, this model being singled out as an all-time favourite on account of its power and compact dimensions. The 2170s did everything from light duties to baling with this Krone Big Pack 1270.

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Jill Hewitt, a farmer's daughter, has worked for the National Association of Agricultural Contractors (NAAC) for 18 years and is now its chief executive.

GETTING STARTED

Establishing a farm contracting business from scratch can seem a daunting prospect, but there is plenty of help and advice available. Jill Hewitt, chief executive of the National Association of Agricultural Contractors (NAAC), provides some pointers for those considering taking the plunge.

AGRICULTURAL CONTRACTING is an industry full of innovative individuals, always looking for the next opportunity, while supplying farmers with a source of skilled labour, high capital cost machinery and professional services.

Contractors operate as 'farmers without land' and have become an integral and vital part of UK agriculture.

It is estimated that 91 per cent of UK farms now use a contractor, with figures from the National Association of Agricultural Contractors (NAAC) suggesting that

contractors apply 70 per cent of slurry, harvest 85 per cent of sugar beet and buy 98 per cent of the self-propelled forage harvesters sold in the country.

Getting started in agricultural contracting can be a great career choice for enterprising new entrants, providing they go in with their eyes open. Matt Redman, of Matt Redman Agriculture, grew up on a farm and was always keen to get started on his own as a farmer.

"Contracting is an excellent way to get experience and build up the required machinery, while waiting for the opportunity to farm on your own," says Matt, who after graduating from Harper Adams University is now a tenant farmer, a contract farmer and offering contracting services too.

So, where do you start when planning to become an agricultural contractor? Here are some key points to consider at the outset.



Left: Identifying niche markets and offering different services to other local contractors is important. This 2009 MF 5435 Dyna-4 is fitted with a tree netter-elevator.

Below: Working as a contractor inevitably involves spending more time on the road and being more visible, so keeping on the right side of the law is very important.



NAAC Membership

BEING A MEMBER OF the National Association of Agricultural Contractors (NAAC) helps to keep contractors up to date on issues affecting their businesses, as well as giving access to a range of services such as a transport helpline and member's health and safety package. The Association also has meetings and training events where contractors can discuss common issues and be kept informed of innovative new ideas and technology.

The NAAC is also developing its 'one-stop shop' business hub for members, and aims to provide easy access to key services that busy contractors may need, which are often seen as the boring but important stuff involved in running a business. Members can already access a comprehensive health and safety package with back-up from an advisor, a legal helpline, transport helpline and insurance, while having access to the latest information and updates for their sector. Expect to see more of these member support services being offered in the future.

The NAAC's aim is to retain a high political profile for the industry, while making certain that contractors can rest easy at night, confident they have all the information and back-up they need to sustain a legally compliant and professional business.

For more information, visit www.naac.co.uk or call 01780 784631.



There will always be 'dead times' times when machinery isn't earning, possibly because of repairs or waiting for the weather to improve, and this needs to be factored into budgeting.

RESEARCH THE MARKET:

Identify a market for your services before you invest in machinery. Try not to offer just the same services as other local, already-established contractors – a niche market is ideal. Competition is healthy, of course, but if a local contractor has loyal customers, it can be a struggle to get work of the same type unless you seriously undercut on price, and that is usually dangerously unsustainable.

Contracting can take a variety of formats, and includes businesses offering individual specialist farming services, such as drilling, harvesting, crop spraying or livestock services, either separately or as a package, to more complex contract, whole farm and joint farming arrangements. So it is important to find the right niche that is capable of developing into a thriving business.

MANAGE THE MONEY: Work out how much to charge for a job by carefully costing out each operation, including your time and machinery costs and a profit margin, allowing you to reinvest in new machinery in the future.

Charles Baker, managing director of R. C. Baker Ltd and chairman of the NAAC, offers this advice: "Overheads can be crippling and, with machinery replacement costs escalating at 5-6 per cent each year, it is critical that jobs are carefully calculated to make certain that capital is wisely invested and a return is possible. If it doesn't pay, why are you doing it?"

Every contracting business will have 'dead time' when it is not directly earning money. Every contractor needs to factor in the considerable time spent travelling, carrying out repairs and maintenance work or standing in the yard waiting for better weather. Each project that's undertaken needs to have a margin built in to cover for these rainy 'dead time' days.

Any new entrant should not be tempted to undercut other contractors just to gain swathes of acres. It doesn't matter how hard you work, if you aren't making a profit you won't have any income to reinvest, and your business will fast become unsustainable. Established businesses will have set

their rates to cover all of their costs, provide a return on capital and enough to reinvest in new equipment so that they can maintain the level of service their customers expect.

As well as spending many hours a week in the tractor seat, you need to keep on top of the invoicing. Your business will not survive without income, as you will continue to be billed for finance, fuel, and all the other inputs. Equally, you will often need to chase customers for payment, which is so important as a creditor's money is a far cheaper source of cash flow than a loan from the bank!

BE PROPERLY INSURED: Inevitably things can and will go wrong from time to time, so it is vital to be properly insured for the operations you carry out. We all make mistakes, but in contracting these can be very expensive.

All members of the NAAC are required to have Employer's Liability Insurance up to £10mn indemnity, and Public Liability/Products Liability Insurance providing a limit of not less than £1mn in one claim.

LOOK AFTER YOUR STAFF AND YOURSELF: Good staff are hard to come by in farming, so any contractor needs to show appreciation for their commitment by putting in place contracts of employment that will protect them and your business. Motivate staff by regular reviews and ensure that all necessary training and certification requirements are completed.

STAY ON THE RIGHT SIDE OF THE LAW: Keeping your vehicles on the road is essential to running a professional contracting business. Impounded vehicles can quickly lose income and it is vital to be aware of your legal commitments on and off-road. That doesn't just apply to the physical condition of your machinery. You need to know the regulations on driving licences, the requirements for moving large-scale equipment, and the colour of diesel in your tank. Also, you will need to ensure you are Health & Safety compliant.

PROVE YOU ARE A PROFESSIONAL: Training and professional standards can add value to your business. The NAAC's Assured Land-Based Contractor is an independently-assured scheme that can take away the pressure when you are asked to supply paperwork to prove your professionalism. Visit www.naac.co.uk/assured-contractors/ for more information.

DO PLENTY OF NETWORKING: Take the opportunity to network with other contractors and get as much information on legislation, safety and technical issues as you can absorb.



Above left: If you can afford staff, look after them, as good, experienced people are hard to find. Make sure they are motivated and ensure they have the qualifications to do the job.

Left: It isn't all about spending long hours behind the wheel. You need to keep on top of the paperwork and invoicing, as well as chasing customers for payments.

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McCormick International
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£2,750 + VAT



1973 Ford 7000 4wd tractor
Dual power & original T3 engine.
£POA



1975 David Brown 885 2wd tractor
C/w loader, only 3,166 hrs from new!
£5,250 + VAT



1981 Massey Ferguson 265
8 speed 2wd With Duncan cab.
£7,950 No VAT



1973 Zetor 4718 2Wd Tractor
Fitted with 700/50-26.5 Trelleborg tyres.
£POA



1989 Ford 7810 III 4wd tractor
C/w Good tyres, full set of front weights.
£12,500 + VAT



1987 John Deere 3650HL
C/w Front weights, front fenders
£11,750 + VAT



1990 Ford 7810 III 4wd tractor
C/w 90% tyres and original paintwork
£12,950 + VAT



1995 John Deere 6600 4wd tractor
30K Powerquad, done 9620 hours.
£14,500 + VAT



1988 Case International 956XL C/w
30K gearbox, pick up hitch, 6,780 hours.
£9,750 + VAT



1990 John Deere 4455 power shift
C/w Front weights, air conditioning, PHU.
£14,950 + VAT



2011 New Holland T5040 4WD tractor, done only 1,308 hours.
£20,750 + VAT



2001 John Deere 6910 TLS
C/w LHR, 90% kleber tyres, vgc
£26,750 + VAT



1989 Case International 1455XL
C/w Front wts, done 8,860h hours.
£POA



Iain Reid began contracting on his own account in 1997. He specialises in baling in the summer and takes on concreting, building, drainage and machinery repairs out of season.

ABLE TO ADAPT

Any one-man-band contractor needs to be versatile and not rely on a single income stream. That's doubly true when you're based on an island, as Sandy Cox discovered when he visited contractor Iain Reid on the Isle of Bute in Scotland; additional photos by Iain Reid and Zak Harrison.

Iain Reid specialises in baling, with work in silage, hay and straw keeping him busy from mid-May right through to October, and sometimes even later. But with no baling work for six months of the year, he needs to be able to turn his hand to other things, so in the winter months he gets involved in building, land drainage, machinery repairs and changing tyres.

This versatility is what makes his one-man-band contracting business work, and as farming changes on the island of Bute where he is based, this is something that is becoming increasingly important.

Like many contractors, Iain started out by using the equipment on the family farm at Ardmaleish, on the coast just north of the island's main town of Rothesay. Initially it involved just doing a bit of work for neighbours. He later found himself in the same position faced by many others, a farm that really wasn't big enough to support all the family members, so that's when he moved into contracting seriously.

"My Dad had a John Deere 332 conventional baler in the early 1980s and

in 1986 and '87, I would go out and bale straw for a few people with it," explains Iain. "Then I went to Oatridge College on block release, and then full-time to do engineering, and I also worked for short spells with a local blacksmith."

The 332 continued to be used occasionally through into the 2000s, and even made 200 bales in 2018. However, with the arrival of big bales, someone else was called in to do the baling to begin with until a John Deere 545 round baler was acquired in 1992

Iain Reid's working fleet of three John Deere 6010 Series tractors consists of, from left, a 6310, 6610 and 6110. He likes the 6010 Series for their reliability and low depreciation.



Contractor's questions

CLASSIC TRACTOR (CT): When did you begin contracting?

Iain Reid (IR): In 1986, I started doing some baling for other farmers using my Dad's John Deere 332 conventional baler, but I really set up on my own in 1997.

CT: What were your first machines?

IR: I started contract baling using a Massey Ferguson 3070 with a Welger RP200 net-wrap baler. I used that baler for a couple of years before buying a John Deere 575.

CT: What has been your best buy so far?

IR: The four-year-old John Deere 6510 tractor that I bought in 2003. I had it for 10 years and put a load of hours on it and it only depreciated by £3000.

CT: And what has been your worst buy?

IR: Well, it wasn't really my own personal worst buy as we got it when Dad was running the farm, but we only used our Parmiter TR76 bale wrapper for two months. The bales used to split as they came out of the wrapper.

CT: What are the most important machine characteristics for you?

IR: Reliability, easy servicing and low depreciation.

CT: What is the earliest time you've started work?

IR: 3:30am. I had a big baling day ahead of me and rain was forecast at 5pm, so I had to get it done before the rain.

CT: And the latest you've finished work?

IR: I was baling once until 4:30am in the morning.

and put behind a Same Centurion. Iain used this outfit to make 300-400 bales at home, plus some for other farmers too, including on a cousin's dairy farm. That year he made a total of about 1000 bales, and year-on-year he got busier and busier.

"In 1997, Dad semi-retired and my brother Robin moved into the farm, and that was when I really started on my own," he says. "I had a Massey Ferguson 3070 and a Welger RP200 chopper baler. What a difference the

net baler was from the string one: with the John Deere 545, you had to stop to put the string on the bale, then switch off the PTO and reverse before releasing the bale, and then pull forward to close the back of the baler and get into the swath again."

Although this manoeuvring to release the bale was a bit of a nuisance, the Same Centurion had a hand clutch, which made things a bit easier. Iain says he could do up to 35 bales/hour in a good swath, although 25-30 was more the norm.

The Welger RP200 baler was a second-hand purchase from William Kerr Tractors at Ayr. Although it worked well, it needed replacing after a couple of seasons, and Iain bought a new John Deere 575 round baler in 1999 from the same source. He has stayed with John Deere ever since and a regular replacement policy has meant that he's had a further six balers over the past 20 years. That first 575 was followed by another the next year and it was succeeded by the first of two John Deere 578 models in 2004. Iain made 48,000 bales with this baler before it literally fell to bits with the final breakdown coming when a shaft sheared on one of the rollers. The second 578 was purchased in 2009. He recalls baling 85 straw

Above: Iain's 'big' tractor is his John Deere 6610. Purchased in 2013, it has a high specification including front axle and cab suspension and AutoQuad transmission.

bales in an hour with one of them.

The 578s were followed by John Deere 644 balers purchased in 2011 and 2014, while Iain's latest baler, a John Deere F441R, arrived new in 2018 via dealer DKR Agricultural Services. It is the high-capacity, heavy-duty machine in Deere's current range of fixed chamber round balers.

"There was not a lot of difference in the balers from the 575 to the 644, but the F441R is an animal compared to those models. It has a monster pick-up with the augers and rotor on a single shaft, while the previous balers had separate small augers at each side feeding the rotor. In good going in silage, it can do a bale a minute, but you can't do that everywhere. Some places where I bale are really steep, so you have to reverse to let the bale out so that it doesn't roll away, and that reduces the output.

Like his balers, Iain has also now settled on John Deere tractors, although that wasn't the case to begin with. The 90hp Massey Ferguson 3070 that he

Below: Winter duties for Iain's S-registration John Deere 6110 include operating the slurry pump for his brother on the family farm at Ardmaleish.





started out with in 1997 was joined in 2001 by a Case-IH Maxxum 5130. This was a move up in power to a tractor with a 100hp Cummins 5.9-litre six-cylinder turbo engine under the bonnet. The Maxxum operated the baler for a couple of years before Iain swapped the MF 3070 for a second-hand 105hp John Deere 6510.

"I went for the John Deere because the price was right," he explains, "and I got a good trade-in on the MF 3070. I bought it in 2003 when it was four years old, and when I traded it in 10 years later I think I only lost £3000, and had put a shed load of hours on its clock."

The next tractor was a John Deere 6200 that, like the previous machine, came from William Kerr Tractors. "I bought it in 2004 just to do the wrapping and

when I traded it in 2006 I got only £500 less than I'd paid, and the brakes were going on it."

The tractor that the 6200 was traded-in for was a 1998 John Deere 6110 that had done about 6000 hours. Since then Iain has put another 6000 hours on this machine, and it is still his main wrapping tractor. Another task for the 6110 is grass seeding with a 6m Einbock air drill, which, which sometimes takes Iain off the island to work on the mainland. For seeding, the tractor runs on narrow dual wheels for a lighter tread, while remaining under 3m wide for use on the road. There is also work for the 6110 outside the bale wrapping and seeding seasons as Iain's brother uses it during the winter on a slurry pump. It is intended that the 6110 will continue as the wrapping tractor for the foreseeable future, and Iain has some new wings and new tyres ready to fit the tractor.

His 'big' tractor, a 2001 John Deere 6610, replaced his 6510 in 2013. The 6610, which is in excellent condition, is used for baling and muck and slurry spreading, as well as hauling Iain's digger. It has rather an



Top: In a good silage swath, Iain's John Deere F441R baler can produce up to 60 bales/hour. Photo: Zak Harrison.



Above: A regular job towards the end of the season is baling in the grounds of Mount Stuart, when grass that has been left to grow long through the summer is cleared. Photo: Zak Harrison.

Above left: This John Deere 6310 with 8500 hours clocked is the latest tractor to join the Reid fleet. Iain, who purchased it from a cousin in August 2019, has fitted new cab mounts and a new seat.

unusual specification for a 6610 and is equipped with Triple-Link Suspension on the front axle and cab suspension. It also has an AutoQuad transmission rather than the more usual PowrQuad, plus headland management and a sun roof.

Iain's very latest 6010 Series acquisition is a John Deere 6310. This tractor was bought in August 2019 from a relation and had done 8500 hours at the time. Rated at 100hp, it is a versatile tractor which can go on the mower or wrapper and be used for sowing on dual wheels.

It is also a tractor that Iain will hire out for rowing-up and he is also considering putting a loader on it for hire work too. One of his reasons for buying the 6310 was to reduce the hours he is putting on his 6610 outside of its main tasks.

Below: This 1988 John Deere 2450 is a useful loader tractor, and it also powers a pressure washer and gets used for trailer work.



The Iain Reid fleet

Machine	Year	Purchased	Hours
John Deere 2450	1988	2011	7500
John Deere 6110	1998	2006	12,000
John Deere 6610	2001	2013	7760
John Deere 6310	2000	2019	8500
Manitou MT 1030S	2004	2018	3900

Iain's workplace often provides stunning views, such as when baling on this steep field overlooking the sea in July 2018, the first year he was using his John Deere F441R baler. Photo: Iain Reid.



Both the 6110 and 6310 are SE models with 16-speed transmissions and, being basically mechanical, there are fewer things on them to go wrong. Since purchasing the 6310, Iain has given it a thorough service, replaced the cab mounts and the seat, and is planning to fit new fibre-glass wings and get the wheels blasted and painted. He likes the SE models as, he says, you get a decent seat and radio.

Another tractor that is most definitely mechanical is Iain's 1988 John Deere 2450. As well as powering a pressure washer, this Quicke 640 loader-equipped tractor is useful for handling bales as well as for doing trailer work. It was bought in 2011 and now has 7500 hours on the clock.

One piece of essential equipment for anyone specialising in baling work is a wrapper. Iain's first one was a mounted Wilder Engineering machine, which he still has, which was operated by an IH 484 that is in the shed awaiting restoration.

The Wilder wrapper was operated from 1992-95 and was succeeded by a Parmiter TR76 trailed machine. This was used for only a couple of months in 1996 as it wasn't very successful, with many bales splitting as they came out of the wrapper.

Its replacement was a Parmiter TR86 which was operated until a McHale machine arrived in 2000.

The success of that machine can be judged from the fact that it was used for 10 years and then replaced by a similar unit.

Iain's current wrapper, a trailed McHale 991BER, was purchased in 2016. On this machine, loading, wrapping and unloading is remotely-controlled from the tractor cab. It is used in conjunction with a six-bale self-loading trailer.

Baling silage, hay and straw means the season for Iain generally stretches from mid-May through to October, but it has stretched outside those dates. Barley straw from the 2017 harvest was baled for one customer in March 2018 after lying out in the field all winter. Outside the baling season Iain gets involved in a range of other work. In addition to field operations such as muck spreading and seeding, he has always used a digger for ditching and drainage in the winter.

One of his recent machinery purchases, a Manitou MT 1030S telescopic handler with a 10m lift height, was bought specifically for building work.

"I've always done concreting, and at one time put in a lot of cow paths on the dairy farms on the island," says Iain. "After buying the Manitou, the first building job I did with it was to put up a new shed for my brother. I've built one on another farm and it looks like there will be another one this year."

On an island, the community has to rely a great deal on its own resources, so having multiple skills comes in very useful. In addition to building work, Iain also carries out machinery repairs for other people, in addition to looking after his own equipment. With no farm machinery dealerships on the island of Bute, ease of maintenance and reliability are important factors when selecting machines.

"I run John Deere 6010 Series tractors because they hardly depreciate and are extremely reliable," notes Iain. "Whatever you do with them, you can make money."

They are also easily serviced and if anything serious does go wrong, there's nothing that local engineer Donald Murray can't fix. My old John Deere 6510 must have produced 100,000 bales and during the 10 years that I owned it, I never touched the engine or the brakes – it was so reliable.

"With all machinery, prevention is better than cure and I would rather grease a bearing than change it. And oil is cheap compared with engine rebuilds or back-end repairs," he adds.

Below: Fitted with dual wheels, the 1998 John Deere 6110 is an ideal tractor for grassland establishment work with a 6m air seeder. Photo: Iain Reid.





MASSEY FERGUSON 8480,
2008, 5,495 HOURS, DYNA-VT,
50K, CAB+FRONT SUSPENSION,
4 FINGERTIP+1 FRONT
SPOOL, FRONT LINKAGE.

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7/2019, ROLLOVER SHEET,
GRAIN CHUTE, HYDRAULIC DOOR,
MUDGUARDS, FRONT AND REAR
MUD FLAPS. 560/60/22.5 TYRES.



MASSEY FERGUSON 6499, 5/2008, 7714
HOURS, DYNA-6,
40K, CAB+FRONT
SUSPENSION, 3
SPOOLS, ECONOMY
PTO, AIR CON, AIR
SEAT, 650/65/42
TYRES,



**NEW HOLLAND
TS110,** 3/1998,
5,630 HOURS,
ELECTRO COMMAND,
40K, AIR CON, AIR
SEAT, ELECTRIC
LINKAGE, 600/65/38
GOODYEAR TYRES.



**NC 616 16 TON
DUMP TRAILER,**
NEW, SPRUNG
DRAWBAR,
COMMERCIAL AXLES,
AIR AND HYDRAULIC
BRAKES, HYDRAULIC
MAGIC TAILGATE,



FORD 7810 II,
5/1989, 4,700
HOURS, DUAL
POWER, 30K, 3
SPOOLS, FRONT
WEIGHTS, AIR CON,
ASSISTER RAM,
480/70/38 TYRES,



**VALTRA T234
DIRECT,** 9/2019,
511 HOURS, VARIO,
60K, CAB+FRONT
SUSPENSION, FL+
PTO WITH MID
MOUNT VALVE AND
JOYSTICK, 5 REAR+2
FRONT SPOOL,
POWER BEYOND.



**BAILEY 15 TON TB
TRAILER,** 6/2019,
SILAGE SIDES, GRAIN
CHUTE, HYDRAULIC
DOOR, MUDGUARDS,
FRONT AND REAR
MUD FLAPS,
REVERSING LIGHTS,
HIGH LEVEL REAR
LIGHTS.



VALTRA T194,
5/2019, 580
HOURS, VERSU,
50K, CAB+FRONT
SUSPENSION, SMART
TOUCH, FRONT
LINKAGE, 4 REAR+1
FRONT SPOOL WITH
JOYSTICK, POWER
BEYOND.



JOHN DEERE 6250R,
9/2018, 1,693
HOURS, AUTO POWER
50K, CAB+FRONT
SUSPENSION,
FL+PTO, 5 REAR +1
FRONT SPOOL WITH
ELECTRIC JOYSTICK,
CLIMATE CONTROL,
LARGE FUEL TANK.



**NC 3500 GALLON
VACUUM TANKER,**
NEW, TANDEM AXLE
WITH REAR STEER,
AIR AND HYDRAULIC
BRAKES, LOAD
SENSING, HYDRAULIC
CHANGE OVER ON
VACUUM PUMP,



JOHN DEERE 6175R,
12/2016, 2,958
HOURS, AUTO QUAD,
50K, CAB+FRONT
SUSPENSION, 3
ELECTRIC SPOOLS,
AIR BRAKES,
EXTRA FUEL TANK,
650/85/38 MICHELIN
TYRES.



CASE PUMA 220,
8/2018, 757 HOURS,
POWERSHIFT, 50K,
CAB+FRONT
SUSPENSION, 4540/
540E/ 1000/ 1000E
PTO, ELECTRIC
MIRRORS, AIR
BRAKES, EXHAUST
BRAKE,



**REDROCK 3500
GALLON TANKER,**
2018, TANDEM
COMMERCIAL AXLES
WITH REAR STEER,
AIR AND HYDRAULIC
BRAKES, TOP FILL
HATCH, HIGH LEVEL
LIGHTS, SPRUNG
DRAWBAR.



CASE MAXXUM 150,
5/2018, 669 HOURS,
POWERSHUTTLE,
50K, CAB+FRONT
SUSPENSION,
FRONT LINKAGE, 4
SPOOLS, AIR BRAKES,
LARGE HEATED ELEC-
TRIC MIRRORS, LED
WORK LIGHTS.



JOHN DEERE 7380
PRODRIVE, 4/2013,
2,886 ENGINE AND
1,709 DRUM HOURS,
4WD, PRODRIVE 40K,
AUTO LUBE, WHOLE
CROP MILL, JD 630C
GRASS HEADER WITH
HYDRAULIC
WHEELS.



**LEMKEN DIAMANT
16V PLOUGH,** NEW,
7 FURROW, SLATTED
MOULDBOARDS,
HYDRAULIC FRONT
FURROW, HYDRAULIC
DEPTH ADJUST,
HYDRAULIC VARI
WIDTH, CAT 3
LINKAGE.



CLAAS 950, 5/2019,
570/420 HOURS,
DYNAMIC POWER,
40K, 24 BLADE
CYLINDER,
300 PROFI CONTOUR
GRASS HEADER
WITH HYDRAULIC
WHEELS, ADDITIVE
SYSTEM, STOP



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FEED BIN,** BAGGING
CHUTE, THESE BINS
CAN BE FILLED WITH
A LOADER BUCKET
OR BLOWN IN BY
LORRY. WE ALSO
HAVE 8 TON BINS
IN STOCK.



**FORD 4610
LEY JUNO 150 FEED
PUSHER,** 2017, 240
VOLT NEW THE
CHARGING STATION,
TWIN HIGH LEVEL
SENSOR, BLUE TOOTH
CONNECTIVITY, STEEL
STRIPS, AS NEW.



NEW HOLLAND TM155, 2004,
7,195 HOURS, POWER
COMMAND, 40K, CAB + FRONT
SUSPENSION, FL+PTO,
650/65/38 TYRES.

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HOUSEHAM AR 3500 SPRAYER,
2012, 4,750 HOURS, 12/24/36
METRE BOOMS, 3,500 LT TANK,
CAT ENGINE. 14.9/30 ROWCROP
WHEELS.



CUTTING IT AS A CONTRACTOR

North Yorkshire contractor James Richardson and his wife Robyn are both huge Claas Lexion fans. They currently run four units in the contract cutting business that James set up in 2005.

It was always James Richardson's dream to run his own contracting business, specialising in combine harvesting. In 2005, after working as an operator and engineer for farmers and other contractors for several years, he set out on his own and hasn't looked back. David Laley finds out how he got started and how he's gradually built up an impressive fleet of modern high output combines.

IT'S CLEAR FROM THE MOMENT you meet Wetherby-based agricultural engineer and contractor James Richardson that he just loves combines, especially the impressive line-up of four Claas Lexion Terra-Tracs that now form the backbone of the contract harvesting business he originally set up in 2005 and now runs with his wife Robyn.

James, 38, is the third generation of his family to be involved in farming and agricultural engineering. His grandparents from his father's side took on Church Farm, a mixed dairy and arable holding at North Stanley in the Harrogate district of North Yorkshire, in the late 1950s, and ran it until the late 1970s. His grandparents from his mother's side of the family ran a similar farming enterprise at Huts Farm in the village of Grewelthorpe. They all retired in the early 1980s.

From the late 1970s James's father Neil, an engineer and technician by trade, took on a role as a combine driver and mechanic for

Ampleforth College Farms, 30 miles east of where they lived.

"My parents felt it was too good an opportunity to miss and they ended-up spending the next 14 years living and working at Ampleforth until the entire farm was placed into set-aside," explains James.

Whilst working there his father spent most summers during the 1980s driving a New Holland 8070 combine. As a youngster James would spend his weekends over harvest riding shotgun in the cab of this machine, and it was this experience that fuelled his interest in combines.

"The highlight of my childhood was spending time with my Dad on the combine and helping him fix things on the farm," says James. "It was the start of an obsession with combines that has stayed with me ever since.

"I have a photograph of my Dad stood on the 8070 which I continue to carry around with me as a reminder of who inspired me to follow my chosen career path," he adds.

After leaving
Ampleforth

College farm, Neil went on to work for Ford tractor dealer Bushells at Pocklington, before joining Ford and current New Holland dealer Russells as a service supervisor at its Burniston and latterly Boroughbridge depots. In 2001, he left them to join animal feed specialist W. E. Jameson & Son of Masham, before semi-retiring two years later.

"He still carries out occasional engineering and repair work and I don't think he'll ever completely stop," smiles James.

After leaving school in 1997, James decided to kick start his own career in agriculture by attending Askham Bryan Agricultural College on day release, whilst working for arable and pig farmer J. T. Fall of Pickhill, carrying out slurry tanking and looking after the farm's pigs in the winter.

"Whilst my sights were still set on becoming a contractor around that time, I was just really keen on gaining as much farming experience as I could working on both arable and livestock enterprises," he explains.



2011 SEASON



Left: James ran New Holland combines during the 2011 harvest season, and this immaculate low-hour TX66 was his frontline machine. "Unfortunately, it was an import that took a lot of setting up, so in truth I was pleased to see the back of it," he says.

livestock working as a cowman for B. H. Wilson & Sons a year later."

However, in 2004 James suffered a serious accident and the surgery that saved him resulted in him having to surrender his driving license until he fully recovered from his injuries.

"During my recovery I decided it was time to go fully self-employed and give myself the chance to complete a larger variety of work on my own terms, with the ultimate goal of still becoming a contractor," he explains.

Following in his father's footsteps James set up Richardson Engineering in 2005, becoming a mobile engineer and agricultural mechanic, in between driving tractors for other people.

"I was really enjoying being a mechanic and was also spending a lot of time as a tractor driver and general farm worker for T. D. Goodall, local to me at Scarcroft, and this really helped me get back on my feet after my accident," he says. "But I hadn't lost sight of my dream to own and run my own combine.

"In August 2006 I was speaking with a neighbouring farmer, Peter Austin, who said he had 113 acres of cereals that he needed cutting at Naburn, near York," adds James. "This was the opportunity I had been looking for, and despite having limited funds at the time, I took the plunge and hastily bought a cheap 1989 John Deere 1188 Hydro II that had done 4000 hours. It was a little bit bruised and battered, but it worked very well.

"However, I realised I needed to advertise a lot more if I wanted the business to grow and be in

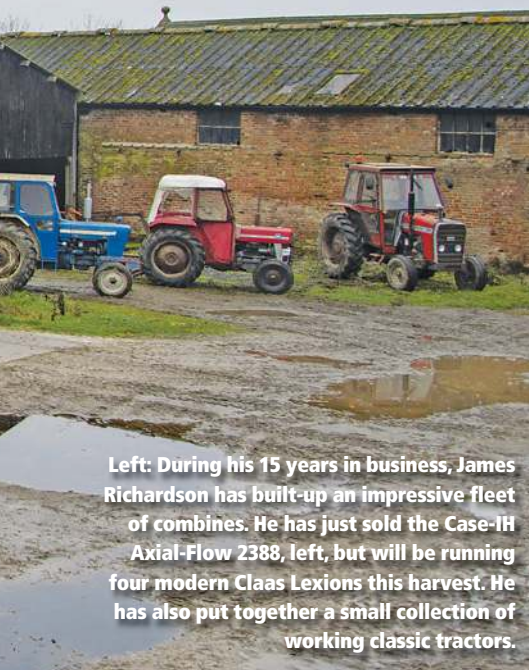
2014 SEASON



Above: James ran a Claas Dominator Mega 204, left, and larger Claas Lexion 460 Evolution during the 2014 season. He considers the Lexion 460 and its Evolution variant as among the best combines produced by Claas.

James's first taste of combining came four years later in 2001 when he completed a season for father and son contracting team Hector and Chris Ian son from Melmerby, near Ripon. "They had an impressive fleet of nine Claas combines and I spent most of that summer operating either a Dominator 98 VX or a larger 108," he says. "Whilst it was a fantastic experience, it was only a seasonal harvest position so after completing my time there I went back into

Below: James developed a soft spot for the 2001 Case IH Axial-Flow 2388 he bought to support his Lexions last season. "It produced a superb sample and had a comfortable cab," he says. It has recently been sold to a farmer from the Yorkshire Wolds.



Left: During his 15 years in business, James Richardson has built-up an impressive fleet of combines. He has just sold the Case-IH Axial-Flow 2388, left, but will be running four modern Claas Lexions this harvest. He has also put together a small collection of working classic tractors.



Right: James Richardson was inspired to set up his contract harvesting business by his father Neil, who operated this New Holland 8070 for Ampleforth College Farms in the 1980s.



Contractor's questions

CLASSIC TRACTOR (CT): What's the most challenging aspect of contracting?

James Richardson (JR): Taking the plunge to go it alone in the first place and assuming you're going to make lots of money. You're in the wrong job if you think that is going to happen – you have to embrace and enjoy providing a good service to your customers.

CT: What is the most enjoyable part of being a contractor?

JR: Operating the combines I own and taking pride in doing a good job, and then seeing the machines all return to the yard at the end of the season, knowing the work has been done, no matter how challenging it may have been.

CT: What has been the best combine you've operated so far?

JR: Without doubt the first Claas Lexion 600TT I bought in 2016, and I hope the one I got recently ends-up being as good. Their output is phenomenal and because they're not equipped with as many electronics as the newer Lexions, they're a pleasure to work on and maintain too. I also have to mention the Case-IH 2388 Axial-Flow I've just sold. I didn't operate it for long, but it was great to drive and produced a superb sample.

CT: And the worst combine you've owned?

JR: I wouldn't say it was the worst combine I've run, far from it, but the New Holland TX66 I had was the most frustrating. This was purely because it was an import and not properly set-up for UK conditions. I had to swap a lot of pulleys, change the sieves and make changes to the re-thresher in the back of the drum. It took a long time to set-up properly.

CT: If money was no object, what other combine/s would you like to run?

JR: I would be tempted to buy a new John Deere T670i. There seems to be quite a few of these top-end straw walker models working in this area, and I've heard the back-up they receive is excellent. I would also love to run a Claas Commandor 228 alongside one of my Lexions, even if it was just for a day, plus an immaculate New Holland 8070 just like my Dad operated in the 1980s.

a position to upgrade the 1188," he recalls. "I also began working out of a yard at Peckfield belonging to one of my customers, which gave me undercover space to store my tools and combine."

With more harvest work coming his way for 2008, James swapped his John Deere 1188 for a more modern T-registered Claas Dominator 108 VX sourced from second-hand combine specialist Rodney Cowle from Winkleigh in Devon. It had done just 1800 hours and had a 17ft header.

"Whilst I had no real brand preference, I did lean towards Claas combines following my experiences operating Dominators for the lansons," explains James. "They were great to work on, easy to operate and felt a lot more comfortable than other combines of the same period."

Realising he also needed a cost effective back-up combine to cope with the acreage he was being asked to harvest in 2008, a 1981 New Holland 8060 with a 13ft header was purchased from second-hand machinery dealer Richard Firby.

"I had always wanted to own a New Holland 8000 Series for sentimental reasons, but I also knew the 8060 was only ever going to be a stop gap," he says. "I knew I needed to upgrade to something larger for 2009, and that it was time to start looking for a Lexion."

Both the Claas Dominator 108 VX and New Holland 8060 were part-exchanged in readiness for the 2009 harvest for a 3000-hour 1999 Claas Lexion 460 with a 25ft header. This much larger combine was supported by a 1994 Claas Dominator



Above: Inside the cab of James's immaculate 2200-hour Claas Lexion 580+ Terra-Trac. "Lexions of this age are very simple to operate and great to maintain, too," he says.

Mega 208 with a 20ft C600 header, giving James much more capacity.

"I became an instant fan of the Lexion 460 and have run six of them in the past decade," declares James. "They are reliable and quite compact for their impressive output, even compared to more modern combines."

Despite his burgeoning love affair with the Lexion range, after two years of running both the 460 and Dominator Mega 208, in 2011, James





Above: Very few Claas Lexion 560 Terra-Tracs were sold in the UK, with most customers preferring the higher capacity 570, 580, and 600 Series models. This 2004 machine with 3950 hours clocked previously worked with a farmer and contractor at Berwick-upon-Tweed.

swapped them both for a low-hour 1998 New Holland TX66 and an immaculate 1993 New Holland TX34.

"I was talked into buying the TX66, whilst the TX34 made sense that season because I was doing a lot of work on smaller farms with narrow lanes and field entrances," he explains. "Both combines were immaculate, low-hour machines and less expensive to buy, but never quite as nice to operate as the Claas models.

"The TX66 was an import and it took a lot of time and patience to set it up exactly how I wanted it," he adds.



Above: James singles out the Claas Lexion 600 Terra-Trac as his all-time favourite high output combine. "They can still keep up with more modern harvesters and they are not fitted with as many electronic aids, making them easier to maintain and cheaper to run," he notes.

It was perhaps no surprise then that James swapped the TX34 a year later for another Claas Lexion 460, while the TX66 was downgraded to a back-up machine for 2012. For the 2013 season, the TX66 was sold privately, leaving James with just the Lexion 460.

"In truth this was a mistake as for the business to move forward it was clear I needed to run at least two combines," he explains.

James maintained his policy of buying clean, second-hand combines and went back to running a pair of immaculate Claas machines, comprising a Lexion 460 Evolution and a Dominator Mega 204, during the 2014 season. In 2015 he invested in his first Claas Lexion 500 Series, a 2200-hour 570C with a 25ft header, whilst the Mega 204 was swapped for

another Lexion 460 sourced from Kevin Kirby.

With his harvest workload now firmly on the increase, James restructured his fleet again in 2016, swapping his Lexion 570C for his first top end Terra-Trac – a 2009 Lexion 600TT with a 35ft header, while the Lexion 460 was changed for a 2100-hour Lexion 420 and a 3200-hour Vista-cabbed Dominator Mega 203.

The 600TT swiftly became James's all-time favourite high capacity combine and he now runs another example in his current fleet. However, in a bid to increase the capacity of his harvesting operation for the 2017 season he was tempted into part-exchanging the 600TT for a top-of-the-range 2013 Lexion 780 Terra-Trac, whilst the Lexion 420 and Dominator Mega 203 were swapped for

James has owned his 2007 Claas Lexion 580+ Terra-Trac, left, since 2018. It has clocked just 2200 rotor hours and is parked here alongside his rare 2004 Claas Lexion 560 Terra-Trac.



Right: This pleasingly original 4432-hour 1985 Massey Ferguson 265 was bought by James specifically to cut grass around the estate where he stores his combines.



The Richardson fleet

Combines

Model	Year	Header	Hours
Claas Lexion 750 Terra-Trac	2011	9m V900	2500
Claas Lexion 600 Terra-Trac	2008	10.5m V1050	2500
Claas Lexion 580+ Terra-Trac	2007	9m V900	2200
Claas Lexion 560 Terra-Trac	2004	7.5m V750	3950
Case-IH 2388 Axial-Flow*	2001	6m	n/a

Tractors

Model	Year	Power	Hours
Massey Ferguson 265	1985	60hp	4432
IH Hydro 84 c/w Cameron Gardner loader	1979	80hp	4612
Massey Ferguson 135	1975	47hp	4244
Ford 4000 Select-O-Speed	1972	62hp	2701
Massey Ferguson 65 MkII	1960s	58hp	n/a

*Recently sold

Support team

BEING AN AGRICULTURAL ENGINEER it's no surprise to learn that James loves tinkering with older tractors, and he has bought and sold a number of 1960s and 70s models over the past decade. His preference is for genuine ex-farm, original tractors with some local history. "I really enjoy working on my older tractors," he says. "They are not just collector's items as they are expected to work for a living – for example, my classics are great for manoeuvring header trailers around the yard where I keep my combines, and they also do a small amount of grass cutting around the estate where I'm based." James's current fleet consists of a one-owner Massey Ferguson 65 MkII, a 1972 Ford 4000 Select-o-Speed showing 2700 hours, a one-owner 1975 Massey Ferguson 135 and a very original 4400-hour 1985 Massey Ferguson 265. For loading, he currently uses a 1979 IH Hydro 84 fitted with a Cameron Gardner loader.

another pair of Lexion 460 models with 25ft headers.

"In retrospect this was a mistake, as I never fully utilised all of the more expensive electronic driver aids fitted to the Lexion 780, nor could I repair them on my own if they malfunctioned," concedes James.

For the 2018 harvest, the Lexion 780 Terra-Trac gave way to a wheeled high capacity straw walker Lexion 670 equipped with 900mm tyres and a 7.7m V770 header, whilst a 2007 Lexion 580+ Terra-Trac joined the pair of older Lexion 460s.

James re-jigged his fleet further in 2019, purchasing a rare 2004 Claas Lexion 560 Terra-Trac with a 25ft Vario header as a replacement for his pair of Lexion 460s. Following a wet August and with lots of acres still left to harvest, he invested in some short-term help in the form of a clean X-registered Case-IH 2388 Axial Flow.

"For the brief time I used it the Axial-Flow 2388 proved to be a strong back-up combine for the Lexions," explains James.

It will come as no surprise to learn that following the 2019 harvest, James has further tweaked his combine fleet in readiness for this season. The Case-IH Axial-Flow 2388 has been sold privately to a farmer from the Yorkshire Wolds, whilst the wheeled Claas Lexion 670 has been replaced by a 2008 Lexion 600 Terra-Trac and a 2011 narrow-bodied Lexion 750 Terra-Trac fitted with 35ft and 30ft Vario headers respectively.

All four of Richardson Engineering's current fleet of Claas Lexion Terra-Tracs will be expected to cover around 4000 acres of combinable crops this season, with their owner and a select group of seasonal workers behind the controls. James not only runs his own combines, he also provides maintenance and repair services to 13 other combines in his local area.

"I'm an agricultural engineer and a mechanic first and foremost," he states. "That's what pays the bills throughout the rest of the year. However, I'm still immensely proud of the contract harvesting business I've developed since I decided to pursue my childhood dream in 2005, and I've got my sights set on taking on more acres, whilst continuing to invest in good quality second-hand combines." 

Below: These three low-hour working classics, consisting of a 1972 Ford 4000 Select-O-Speed, a 1975 MF 135 and a 1985 MF 265, are part of a small collection of older tractors owned by machinery enthusiast James Richardson.



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Spearhead Twiga 836T, cuts LH or RH, **£11,500**



SHARED EXPERIENCE

After working for a contractor in the 1990s, Alec Lunn set up his own business in 2001 after saving up for a Ford 7740, a baler and a hedge trimmer. He now runs a fleet of eight mainly New Holland tractors and a Claas Jaguar forager.

Lots of agricultural students and young farmers aspire to run a contracting business, but what does it actually take to establish a successful enterprise, make it viable and keep it growing? Three contractors from North Yorkshire and Nottinghamshire share their well-earned words of wisdom and experiences with David Laley.

CONTRACTORS ARE OFTEN seen as the super heroes of the agricultural industry – overall-wearing crusaders, responding at a moment's notice to help out their customers when their equipment has let them down, or the weather has left them struggling to get their harvest in or their land work completed.

True, contractors can and do frequently respond to fire-fighting requests of this nature – it's very hard to turn down these pleas for help. But contracting has come a long way. Nowadays, contractors are more likely to be carrying out work that has been planned well in advance and is part of a long-term contract or share farming agreement.

It is this sort of longer-term planning between a contractor and customer that leads to a successful and financially beneficial arrangement for both parties, one where each side knows exactly what's expected of them and just as importantly when, because nobody can be

in two places at once, and no contractor can afford to have spare machines standing idle just in case an emergency call comes in out of the blue.

To anyone considering a career as a contractor, it is important to make the point that rows of very exciting but also very costly brand new tractors and machines do not appear in a yard overnight, unless you are fortunate enough to have a very generous and deep-pocketed benefactor behind you. True, some contractors have had a useful leg up the ladder at the start of their careers, whereas plenty of others have had to be more patient, literally starting from scratch, often with older, second-hand equipment, and then gradually trading-up to better gear, as and when funds and finance agreements allow.

Having the kit, whether old, recent or new, is one thing, but if you don't know how to use it properly, or have used it badly, then you will get a poor reputation very quickly, one that will be hard to shake off. Good

reputations in this business have to be earned, and usually hard-earned, over many years.

The journey to becoming a well-established contractor with a fleet of modern equipment and possibly even a team of employees can be challenging and often drawn-out. The rewards, once fully established, may not meet initial expectations, either, but for many it's not all about making pots of money. There is the satisfaction of being your own boss, in charge of your own destiny, and being a vital cog in the agricultural community.

Three contractors who have established successful operations over the past 20 years are George Roworth, Mike Leckenby and Alec Lunn. They recently shared their experiences with **CLASSIC TRACTOR**, discussing with us how they got started, what it took for them to be contractors, and what have been their machinery hits and misses over the years.

Below: A New Holland TM140 and McHale V660 round baler belonging to Alec Lunn, inset, one of three contractors interviewed for this Case Study, working in North Yorkshire.



G. Roworth Agricultural Contracting Ltd, North Notts

GEORGE ROWORTH has been involved in contracting for more than 20 years. Based in Nottinghamshire, he originally set up RB-Contracting with his brother Henry in 2004. That arrangement came to an end in August 2019 so both brothers could develop their own businesses separately. George currently specialises in straw-based services such as large square baling, and straw laying using a fleet of six Fendt and Massey Ferguson tractors.

George Roworth



George Roworth originally joined forces with his brother Henry in 2004, before they amicably went their separate ways last August. "Contracting was our way into agriculture, having not been brought up on a family farm," he says.

Putting the questions

CLASSIC TRACTOR (CT): What or who inspired you to become a contractor?

George Roworth (GR): My brother Henry and I were both fascinated by all types of farm machinery as youngsters. However, because we weren't born into a farming family, we felt contracting was the best way to secure a career in agriculture.

CT: How did you get started?

GR: I bought a brand new John Deere 6820 in 2004 to cart carrots for R. E. Howard & Sons. One of the other tasks I completed for them was to over-winter carrots with a straw layer and that's how I became interested in doing that type of work.

CT: What services did you choose to focus on and why?

GR: I was surrounded by lots of large-scale vegetable growers so I used the skills I'd gained at Howards to concentrate on straw-based services such as baling, straw laying, alongside establishing root crops.

CT: How did you develop your business?

GR: Both Henry and I were never shy of turning work down. We took on every task we believed we could complete with the equipment we had.

CT: What are the most challenging aspects of being a contractor?

GR: The weather and finding the right staff to complete tasks to your standards. It's important to employ staff who are not only experienced or willing to learn, but also who also have decent manners. It doesn't take much for word to get

around if someone representing you has managed to upset a customer with their poor attitude.

CT: What are the most enjoyable aspects of being a contractor?

GR: The buzz you get from seeing jobs through to the end successfully as a team, such as growing and looking after carrots through to harvesting, and also seeing staff complete work to a high standard.

CT: What's the best machinery you've ever had?

GR: The first tractor I ran from new, a John Deere 6820. It was a great all-rounder, completed a huge amount of trouble-free work and helped establish the business.

CT: And the worst item of equipment you've had?

GR: I bought a pair of second-hand Scanstone destoners 10 years ago to complete a specific job and they had a habit of eating wearing parts on a daily basis.

CT: If money was no object, what other machines would you add to your current fleet?

GR: I would order a pair of mid-range Fendt 724 or 722 Varios tomorrow and have them paid for in full without having to worry about finance.

CT: What advice would you give to anyone wanting to become a contractor?

GR: Do your research and identify services you're confident there is a demand for, which can keep you going all year around. Don't invest in new kit for the sake of it.

BUSINESS FACTS

ESTABLISHED: 2004

CORE SERVICES: Large square baling, bale chasing, haymaking, straw laying, root crop establishment, spraying and hedge cutting.

CURRENT FLEET: Bateman RB-35 self-propelled sprayer x2, Massey Ferguson 8740, Fendt 724 Vario x2, Fendt 820 Vario x2, Massey Ferguson 3645, JCB Loadall 535-95, Krone 1290 and New Holland BB9090 square balers, Big Bale South Transtackers x3, Jones straw layers x2, Krone Swadro rakes x2, Grimme destoners.

STAFF: George Roworth plus three employees.



George Roworth specialises in root crop and straw-based work. He currently runs three of these Jones Engineering straw layers carrying out the over-wintering of carrots and parsnips for growers across the country.



Packing a mighty 400hp punch, George Roworth's frontline Massey Ferguson 8740 spends most of the summer handling this Krone 1290 120x90 baler or a much larger New Holland BB9090.

Below: George runs two Fendt 820 Varios with Quicke front loaders. During the summer months they are kept flat out hauling straw, then during the autumn and winter they move onto hedge cutting.



C. & S. D. Leckensby, North Yorkshire

MIKE LECKENBY is a third-generation mixed farmer based near Helmsley. He began contracting in 2002 and runs his business with his parents. Their fleet contains three Fendt tractors, including a modern classic Fendt Favorit 515C and a New Holland 7840. Mike specialises in round baling, sugar beet and fodder beet establishment and harvesting, as well as providing other general services.

Mike Leckensby



Mike Leckensby started contracting in 2002 with a New Holland 7840. Fendts are now to the fore in his machinery fleet, which includes four tractors, two self-propelled sugar beet harvesters and numerous other kit.

Putting the questions

CLASSIC TRACTOR (CT): What or who inspired you to become a contractor?

Mike Leckensby (ML): Growing up on the family farm and seeing two local contractors making silage with a large Deutz-Fahr DX and a Massey Ferguson 1200 was exciting to see as a youngster and spurred me on to work for myself.

CT: How did you get started?

ML: We bought a New Holland 7840 to use at home in 2002, and I was able to secure some work with it on the Yorkshire Wolds, basically destoning and lifting potatoes through friends from college. I also baled straw and silage on neighbouring farms too.

CT: What services did you choose to focus on and why?

ML: I wanted to move away from running a tractor that was used on other people's equipment, so I bought a New Holland 8560 and started building up my own fleet of equipment, including a Dowdeswell DP120 reversible plough and a two-row Rational beet harvester.

CT: How did you develop your business?

ML: In 2006 I had the opportunity to take over another local contractor's round baling operation when he chose to wind down that side of his business. This enabled me to run modern balers and expand the other services I was offering.

CT: What are the most challenging aspects of being a contractor?

ML: The weather, which can wreak havoc with planning, and keeping customers happy. Fortunately, I'm grateful to have built-up a very

loyal customer base over the years.

CT: What are the most enjoyable aspects of being a contractor?

ML: When things are going well, and you're getting around all of your customers and they send you text messages or phone you to say how pleased they are with the work you've completed – that's a great feeling.

CT: What's the best machine you've ever run?

ML: The 2009 Fendt 820 Vario I bought in 2012 and ran until 2017, clocking up 11,500 largely trouble-free hours. It did everything from baling to ploughing and heavy cultivation work.

CT: And the worst item of equipment you've had?

ML: The New Holland 8560 I ran suffered from several expensive gearbox issues, but it did a huge amount of hard work and helped me establish my business.

CT: If money was no object, what other machines would you add to your current fleet?

ML: I would buy a Fendt 1050 Vario and a large mounted reversible plough. I've spoken to a number of people who have swapped rubber-tracked crawlers for 1050s and the fuel savings have been huge.

CT: What advice would give to anyone wanting to become a contractor?

ML: Don't buy work. It doesn't matter what kit you have, old or new, so long as it's clean and well-maintained. Never sell yourself short and find you can't cover the running costs because you're charging £2 less than everyone else.

BUSINESS FACTS

ESTABLISHED: 2002

CORE SERVICES: Sugar/fodder beet drilling, harvesting and cleaning, round and square baling, silage and hay making, ploughing and hedge cutting.

CURRENT FLEET: Fendt 724 Vario and 722 Vario, Fendt Favorit 515C, New Holland 7840, Vervaet 617 six-row beet harvesters x2, Fendt and Welger round balers, Massey Ferguson 187 and Hesston 4780 square balers, Ovlac and Lemken five- and six-furrow reversible ploughs.

STAFF: Mike Leckensby plus father Chris on a part-time basis, one full-time employee and three seasonal operators.



A policy of purchasing second-hand machines like this Massey Ferguson 187 baler has enabled Mike Leckensby to expand his business cost effectively. It is shown here working in 2018 with his fleet flagship, a Fendt 724 Vario.

Below: Mike Leckensby's immaculate Fendt Favorit 515C being driven by his father Chris, who, when he's not running the 415-acre family farm with his wife Sheila, helps out in his son's contracting business.



J. A. Lunn Agricultural Contractor, North Yorkshire

ALEC LUNN was brought up on his family's farm at Wilton in North Yorkshire. In the 1990s he went to work for a local contractor before deciding to set up his own business in 2001. Alec, who runs eight tractors and a self-propelled forage harvester, specialises in silage making and baling alongside potato preparation work and harvesting using Standen equipment.

Alec Lunn



After working for a contractor in the 1990s, Alec Lunn set up his own business in 2001 after saving up for a Ford 7740, a baler and a hedge trimmer. He now runs a fleet of eight mainly New Holland tractors and a Claas Jaguar forager.

Putting the questions

CLASSIC TRACTOR (CT): What or who inspired you to become a contractor?

Alec Lunn (AL): In the 1990s I worked for local contractor John Rawlings operating Massey Ferguson 3000 Series tractors that were being used for baling and potato work. John was great to work for and I wanted the same type of career, but contracting on my own.

CT: How did you get started?

AL: In 2001 a friend of mine decided to pack-up round baling and focus on increasing his dairy herd. I had the opportunity to take on that work. I had already saved up for my own tractor and bought a second-hand Ford 7740 and a new Vicon RV1601 round baler, along with a hedge cutter to keep me solvent in the winter.

CT: What services did you choose to focus on and why?

AL: I had a young family to support when I first set up my business in 2001, so I focused on baling and hedge cutting to begin with. A year later I began slug pelleting and making silage.

CT: How did you develop your business?

AL: By working hard and investing everything I earned back into the business. I also diversified into other work that wasn't being covered as much by other local contractors, such as bed tilling, destoning and potato harvesting.

CT: What are the most challenging aspects of being a contractor?

AL: The weather, which can force you into make or break equipment investments to keep

customers satisfied, or challenge you to offer alternative services to keep work flowing in.

CT: What are the most enjoyable aspects of being a contractor?

AL: When everything comes together and your staff are on top form and all of your equipment is working reliably, and your customers are being kept happy.

CT: What's the best machine you've ever run?

AL: The 2016 Claas Jaguar 870 forager I bought at the beginning of last year. Its chopping capability is on another level compared to the John Deere foragers I ran previously.

CT: And the worst item of equipment you've had?

AL: The Mengele SH40 trailed forager I ran between 2005 and 2007. It required a lot of maintenance to keep it running at peak performance. It made me realise I needed a self-propelled forager.

CT: If money was no object, what other machines would you add to your current fleet?

AL: After the wet autumn and winter we've endured I would swap my two-row trailed potato harvester for a four-row self-propelled so I could empty on the headlands and not chew the land so much.

CT: What advice would give to anyone wanting to become a contractor?

AL: Walk before you can run. Don't spend beyond your means, and once you've decided on the services you're going to offer, make sure they're financially viable independently of one another. 

BUSINESS FACTS

ESTABLISHED: 2001

CORE SERVICES: Silage making, round and square baling, hedge cutting, maize drilling, potato work (ridging to harvesting).

CURRENT FLEET: Claas Jaguar 870 self-propelled forage harvester, Valtra T194 Direct, New Holland T7.235, New Holland T7.210, New Holland T7.190, New Holland T6070s x2, New Holland TM140, Ford 7810, Manitou 741-140 telehandler, McHale Fusion, McHale V660 round balers x2, Massey Ferguson 187 square balers x2, Standen destoner x3, Standen T2 potato harvester.

STAFF: Alec Lunn plus two employees during the winter and up to six in the summer.



Above: Although purchased and refurbished as a hobby tractor, Alec Lunn's two-wheel drive 1988 Ford 7810 has since become an invaluable member of his fleet, carrying out bale wrapping and grass raking for his customers

Below: Alec has invested significantly in his potato equipment over the past 6-7 years. The Standen Megastar, left, is one of three Standen destoners in his fleet. His tweaked New Holland T7.235, right, is working with his Standen triple bed former.



Left: Alec reckons his 2016 Claas Jaguar 870 forager, which he purchased in early 2019, is the best piece of equipment he's run so far. It is, he says, far superior to the older John Deere self-propelled foragers he previously operated.





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Full spec £20,000



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Like new£24,000 + vat



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Double packer, VGC £28,000



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tonne, 384605kms,
MOT 31/03/20.....£5,000

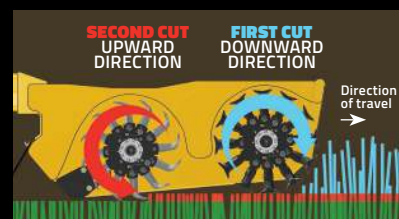


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John O'Brien and his wife Peggy have been at the helm of their Co. Tipperary-based contracting business for more than 50 years.

CELEBRATING LONG SERVICE

The 50th anniversary of the establishment of an agricultural contracting business is a significant milestone and it's one that has recently been reached by John O'Brien and his family from Co. Tipperary. Eoghan Daly gets the background to the business, which has been heavily involved in hedge-cutting since 1970, and finds out what it's running today.

NO ONE CAN DENY the progress that has occurred over the past 50 years when it comes to the development and greater productivity of farm machinery. Every type of machine has evolved and moved on from those that were used back then, including the equipment used for hedge cutting.

One person who has seen and been involved in the changes is John O'Brien, who began contract hedge cutting in 1970, based at Keylong, near Cahir

in Co. Tipperary. He recognised the potential for a hedge cutting service as part of his agricultural contracting operations, and pursued the new venture with vigour and enthusiasm. However, the equipment at the time was fairly primitive and care was needed in its operation if it was to last for any length of time.

Nevertheless, despite the shortcomings of the machinery that was available, it was a major step forward, as most hedge cutting up to that time was still being done manually in the area. With no other local contractor offering the service, John took on the challenge, and his business has continued to develop ever since.

John recalls the level of commitment required to get started, and although the machinery costs seem modest by today's standards, so too were the hourly rates, and the work rate achieved was relatively slow.

"There were no hedge cutting contractors based in this area, which gave me a real opportunity to set up and offer this service," he says. "I soon started to increase the number of customers I was serving, and with the kind of equipment that was typical at the time, the only way to do a lot of work was to put in long hours."

The rate for hedge cutting at the time was £2/hour, and it remained at that level for several years for fear of losing customers, and it was some time before it broke through the £3/hour threshold.

"A lot of farmers needed convincing to go with mechanical hedge cutting and I kept my rate the same for several years to ensure they remained loyal," explains John. "It seemed to work quite well."

Left: Case IH Maxxum 150 and 130 CVX tractors are partnered with McConnel trimmers, the former with a PA6585T VFR, the latter a PA6575T.

Below: The O'Brien Agri Ltd fleet contains a mix of modern tractors and working classics, from left: New Holland TS115, Case IH Maxxum 150 and 130 CVX, Fendt Favorit 512C, 716 Vario, Favorit 511C, 310 Vario and Farmer 308, plus a New Holland TX62 combine.



Harvesting cereals

THIS YEAR MARKS John's half century offering a hedge cutting service, although he has been cutting cereal crops for a year longer. He purchased his first combine, a 10ft-cut New Holland Clayson M133, in 1969, and then upgraded to a New Holland 1545 with a wider head and more comfortable cab in 1983. The business remained loyal to New Holland through subsequent upgrades, with an 8060 taking over from the 1545 in 1995, followed by a TX32 with a 15ft header in 2008. O'Brien Agri Limited has been operating its current combine, a 2000-registered New Holland TX62, since 2014.

Past pictures



The first combine run by John O'Brien was this New Holland Clayson M133. It joined his fledgling contracting operation in 1969.



A Ford 4000 with a Hydrocut saw hedge cutter was used during the 1980s following a spell with Fisher-Humphries machines.



The first Fendt to join the O'Brien operation was a two-wheel drive Farmer 308. It set new standards for specification and reliability.



Above: The O'Brien fleet's oldest working Fendt is this 1991 Farmer 308LSA. It has done 15,700 hours and remarkably is still on its original clutch.

Even though the early rates seem extremely low, they were in line with the costs involved. John's first hedge cutter was powered by a Fordson Super Major, which was a fairly standard tractor of that era, and the machine chosen to work with it was fairly typical, given the limited choices available.

"My first hedge cutter was a Fisher-Humphries, bought from Mahon McPhilips in Kilkenny in 1970," recalls John. "Machines like this were simple, with a limited degree of movement compared to those of today. The cost of the first machine was £500 and because of the fairly light construction, you had to replace them regularly when you used them for continuous contracting. Unlike today, there were no restrictions on the time of year when you could cut hedges, and I could work through the year without a break, as long as the work kept coming."

John's records show the price of his trimmer was broken down into repayments over a 36-month period, with an initial payment of £100 followed by payments of £84.98 made at six-monthly intervals. However, unlike

modern machines which continue to work effectively following the final payment, the Fisher-Humphries machines needed more frequent replacement due to their frail construction, which resulted in three successive units being operated. These belt-driven machines needed to be operated with the right balance of belt tension and work rate.

"Belt tension was the biggest thing to watch with these machines," recalls John, "and although I managed to get a lot of work out of them in the years after

Below: For cutting heavier material, a Moffett Bushmaster saw hedge cutter is used with a New Holland TS115.





Above: The O'Briens do less harvesting than they used to as a result of there being fewer small acreage growers in the area, but they continue to operate a New Holland TX62 combine, seen here unloading into one of two Fendt Favorit 500C Series models.

I started, the welds were poor and suffered from cracking. I used a saw blade, and a slasher blade, which was very good for lighter regrowth, while the flail head was only suitable for light growth and grass."

Before long, John began looking for a better-built machine and this led to him buying a Bomford Highwayman in 1975. While the Bomford was a substantial improvement over its predecessors, the bolts used to anchor the flails were too light and suffered frequent breakages. Nevertheless, the machine still did a considerable amount of work mounted on a Leyland 384, which was succeeded by a new Leyland 272 Synchro in 1979.

At the same time, an additional Hydrocut saw-type hedge cutter entered service and created a positive impression. The Hydrocut, which was purchased from Kellys of Kilcock, Co. Kildare, was initially mounted on a Ford 4000, while the existing Bomford machine was complimented by a new McConnel High Reach, obtained through Clonmel-based dealer Barlo Farm Machinery. John now

had three self-contained hedge cutting outfits at his disposal. His next development, which saw two machines being mounted on a single tractor, was rather unusual to say the least.

"I used to change things around to see which combinations worked best," explains John. "At one point I mounted two machines on a four-wheel drive Ford 5000, with the McConnel High Reach on the back and the Hydrocut mid-mounted. As the McConnel cut to the left and the Hydrocut to the right, there wasn't a problem accommodating them both, and it meant I had the capacity to do heavy cutting or just general hedge cutting with the same machine, so it was an all-in-one solution. Even though this combination worked well, it was decided to go back to mounting the hedge cutters on separate tractors, so the Hydrocut went onto a Ford 7710."

At this point, John was joined in the operation by his son Paraic who purchased his own Ford 7000 with a McConnel PA93 hedge cutter. John's wife, Peggy, was providing essential support in running the home dairy farm and conducting administrative tasks, to allow her husband to work long hours in the contracting business.

A series of Fords were operated in the search to identify the best hedge cutter

host, before a transition was made to Fendts which were already being used in the fleet for other tasks. The O'Briens' first Fendt was a second-hand two-wheel drive Farmer 308, which offered a standard of specification not then available from competitors.

"Fendt was in a class of its own compared to anything else that was on offer from the competition at the time," notes John. "The reliability we have had from them, especially the early models, explains why we have chosen to be loyal to the brand for so long."

Among the original models still in service is a four-wheel drive Fendt Farmer 308 LSA, which carries out a variety of operations, as well as being used for competition ploughing by John's son, John Junior. Despite being fitted with a loader in the past, the tractor has never needed a replacement clutch, despite clocking a sizable 15,700 hours of operation.

The first Fendt to carry out hedge cutting was a Farmer 311 LSA, purchased from Favorit Tractors in Dublin. It was equipped with the O'Briens' first telescopic hedge cutter, a McConnel machine.



Standard hedge cutting work is carried out by a 2014 Case IH Maxxum 130 CVX, foreground, and a 2018 Case IH Maxxum 150, both equipped with McConnel flail-type trimmers.



Above: Three generations of the O'Brien family, from left: Paraic with his wife Maria and their children Kate and James, together with John O'Brien and John Junior.

Left: This 2001 Fendt 716 Vario, currently showing 9000 hours on the clock, is used for baling, ploughing and one-pass operations.

The O'Brien Agri Ltd Fleet

Tractor	Year	Hours	Main work
Case IH Maxxum 150	2018	2200	Hedge cutting with McConnell PA6585T VFR
Case IH Maxxum 130 CVX	2014	8200	Hedge cutting with McConnell PA6575T
Fendt 310 Vario	2007	6600	Front loader operations and bale haulage
New Holland TS115 Turbo	2003	8000	Fitted with Moffett Bushmaster saw
Fendt 716 Vario	2001	9000	One-pass operations, baling and ploughing
Fendt Favorit 512C	1996	14,500	Slurry spreading, ploughing, hauling grain
Fendt Favorit 511C	1996	14,600	Grain haulage and general operations
Fendt Farmer 308 LSA	1991	15,700	Competition ploughing, tedding, bale wrapping
Fendt Fix 2	1956	6300	Charity events and shows
New Holland TX62	2000	1700	Harvesting 200 acres of cereals

The next Fendt to become involved with contract hedge cutting operations was a Favorit 511 fitted with a new McConnell 6500T trimmer, bringing the number of hedge cutting outfits operated by the business at the time to three. The original Farmer 311 LSA was later traded-in against a Farmer 312, which was also equipped with a new McConnell cutter, and this remained in the fleet until 2015 when it was replaced by a New Holland T6 Series.

Although Fendts continue to be held in high regard, a pair of newer generation Case IH Maxxums now carry out most of the frontline hedge-trimming. This has at least helped to keep the hours down on the O'Briens' increasingly sought-after Fendt Favorit 511C and Favorit 512C models.

John says that while these Fendts are very dependable workhorses, their engine liner seals do

need replacing every 5000 hours. He considers his newer Fendt 716 Vario to be his most effective tractor, but says its cab design restricts visibility to the left-hand side, making it not the best machine to use for hedge cutting. Saying that, it did previously carry out rail verge cutting on contract, work that involved it being fitted with a full rail-wheel kit.

While McConnell has remained the brand of choice for flail cutting, a successor for the Hydrocut saw-type machine was needed to maintain the fleet's multi-purpose capability. John opted for a Moffett Bushmaster, which he mounted on a Ford 7400. The success of this machine and its build quality has resulted in a long-term relationship with the Moffett Bushmaster line, with a new one being purchased in 2005 and then fitted on a 1992 Ford 8340. The longevity and sturdy construction of this

Bushmaster machine resulted in it being transferred onto a 2003 New Holland TS115 in 2012. However, the change-over wasn't that straightforward and required some alterations to be done by Sheamus Coonan of S&M Trailers at Clonmore, Co. Tipperary.

The reach of the Moffett and its ability to cut heavier material on a continuous basis means that the O'Briens' standard McConnell hedge cutters can work exclusively with flail heads. This mix of trimming equipment caters for the wide needs of the client base, consisting of farmers spread across a wide area and local authorities.

A cereal harvesting service is also offered – see 'Harvesting cereals' panel – but hedge cutting has proven more consistent over the years.

"Unlike grain harvesting, which has seen us progressively cutting fewer acres, particularly in the last 10 years, due to fewer smaller growers, hedge cutting has been the mainstay of our work, and has only got busier as the years have progressed," John explains. "We now run three tractors with hedge cutters permanently attached to them. Recently we've turned to Case-IH; Paraic drives a Maxxum 150 with a McConnell PA6585T VFR, while I use a Maxxum 130 CVX paired with a McConnell PA6575T. The ease of driving these tractors and their comfort is really first class, and it shows how much things have changed since I started hedge cutting with a Fordson Super Major 50 years ago."

Below: Even though the O'Briens' Fendt 716 Vario handles the most demanding tasks, their Favorit 512C and Favorit 511 models, both dating from 1996, still make big contributions at peak periods.



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For many IH and Case-IH enthusiasts, the 1255XL or 1455XL models made at Neuss in Germany during the 1980s or 90s are among the ultimate classics to own. The popularity and rising value of these cult tractors in the UK and Ireland has been well-documented, but what sort of following do they have in their native country? Sascha Jussen analyses the German market and gets feedback from four owners.

ON 20 DECEMBER 1996 the mood at the Case-IH tractor plant at Neuss in Germany, normally so upbeat at such a festive time of year, was solemn and subdued. There was a good reason for this: it was the day that one of the factory's most iconic and charismatic models, the 1455XL, signed off for good.

Thirty-eight months had elapsed since the US-based management of Case IH had announced that the historic Neuss plant would be closed in favour of keeping Doncaster open. During the intervening period many employees had moved to other jobs or retired through one of the most expensive and extensive social programmes of any company in German history.

After 60 years of tractor production, the end was in

sight for Neuss. Some workers shed a tear as the final 1455XL rolled off the line at the factory. It was the end of an era – the 1455XL was the last true International Harvester tractor, a model designed by German engineers at Neuss, long before the takeover of IH by Tenneco and the merger with J. I. Case. In 1996, the 1455XL had been in production for 15 years, the longest run of any tractor built at Neuss. Actually, considering that it was essentially the same as the earlier 1455, with the exception of the cab, the design had a life of 17 years. The 1455 and 1455XL models also had the distinction of being the most powerful tractors ever produced at Neuss.

With the 1455XL gone, the Neuss plant was left to concentrate on the Case-IH Maxxum Pro, but within six months it was all over. Production of an updated Maxxum range, the Maxxum MX, was transferred to the Wheatley Hall Road factory in Doncaster, England, which had benefited from a substantial investment to enable it to become the company's sole European tractor manufacturing facility.

The closure of Neuss was a blow to the area, the employees of the plant and customers and fans of the IH and Case-IH brands, especially those in Germany. But what has emerged from this painful period is a great fondness for the factory's last tractors.



Right: Sitting beside the driver, the view afforded by the floor-to-ceiling glass in the windscreen can be appreciated. Operators of the Case-IH 1255XL and 1455XL also appreciate the classic analogue instruments and lack of electronics in the cab.

Below left and inset left: Martin Frehen, a farmer from Gymnich, near Cologne, is still using a 1994 Case-IH 1455XL for heavier draft work such as discing and ploughing.

The 1455XL and 1255XL represent not just the end of an era of IH and Case IH tractor production in Germany, but also the peak. These models are rightly regarded as some of the best to leave the factory. Fast forward to 2020 and these former Neuss flagships have a loyal and growing fan base.

Martin Frehen, a farmer and Case-IH 1455XL owner from the village of Gymnich near Cologne, is what you might call a typical German enthusiast of the model. His tractor was acquired brand new by his father in 1994, at what seemed a good price at the time.

"When it became clear that tractor production at Neuss would soon end, the 1255XL and 1455XL models were offered at far lower prices than they had been in previous years," recalls Martin. "While a well-equipped model would cost around 150,000DM back in the late 1980s, prices dropped considerably in the final years of production when 1455s were available as special offers from most dealers in Germany."

In comparison, Fendt tractors, which had managed to establish themselves as premium machines during the 1970s and 80s, were generally priced at 1000DM per horsepower. This resulted in a Fendt Favorit 612LSA being listed for around



150,000DM (equivalent to around £75,000 at that time), which made a similarly-powered Case-IH 1455XL a real bargain at 100,000DM.

"Back in the mid-1990s, the 1455XL was not really regarded as a special tractor," adds Martin. "It was viewed as a machine that offered plenty of power and a decent specification for a good price."

"As it turned out, our tractor was also very reliable," he continues. "That is why we still use it as a frontline machine today, especially for hard work like stubble cultivating and ploughing. We also run two smaller and older IH tractors, a 956XL and a 1055XL, on our 100-acre arable farm and don't need anything bigger or better than the 1455XL."

Back in the early 1990s, the 1455XL was still a real monster of a tractor. Its 6.6-litre Case-IH DT-402 six-cylinder turbocharged diesel engine, with a stump-

pulling torque of almost 530Nm, was also manufactured at Neuss.

Martin's 1994 Case-IH 1455XL has been looked after well, receiving regular servicing and benefiting from storage in a dry barn. "Maintenance is quite simple on the 1455, thanks to the large opening panels on all sides of the bonnet and sufficient space between the engine components," he explains.

Martin's 1455XL has got 7500 hours on the clock and has never needed any noteworthy mechanical repairs, although it did receive a professional paint job last year, making it look brand new again.

Below: Martin Frehen's Case-IH 1455XL, a one-owner machine that was purchased new by his father in 1994, handles this set of 5m Rau discs with ease.



Above: The Fritzmeier Comfort 2000 cab fitted to this early IH 1455 dates it to 1979-1981. The 1455 and the 1455XL that replaced it in 1981 used essentially the same mechanics, giving the design a production life of 17 years.



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Left: Ingo Horstnick's only criticism of his Case IH 1455XL relates to the size of its fuel tank which, at 200 litres, doesn't hold enough fuel for a full day's ploughing. He says his tractor uses up to 24 litres/hour when ploughing and cultivating.

Below: Case-IH 1255XL models tend to be worth £10,000-£20,000 less than 1455XLs in Germany. This refurbished 1255XL belongs to a tractor enthusiast from Viersen, 20 miles west of Düsseldorf.



"Getting it painted was a small investment compared to buying a new tractor," notes Martin, "and it was something that this tractor really deserved. It is a great asset, one that is actually going up in value, and it will stay on our farm for many more years."

Ingo Horstnick, an arable farmer based near the small town of Geilenkirchen, close to the Dutch border, is another enthusiast of the Case-IH 1255XL and 1455XL. He owns a 1255XL from 1992 and a 1455XL from the following year. He decided to keep hold of these classics beyond their normal sell-by date because he not only considers them to be good assets, but also because he enjoys using them. That's quite a statement to make considering he also owns a modern 250hp John Deere 6250R equipped with all the operator bells, whistles and luxuries.

"The GPS and auto-steering on the John Deere are really useful for our 200-acre arable farm," he says, "but sometimes I want to get away from the beeping of all those electronic aids in the cab. Then it's time to drive a real tractor again, with a deep pulling engine sound, real gear shifting and good old-style analogue instruments."

When it comes to putting his tractors to work, Ingo points out that both machines are capable of doing the same jobs. Apart from the 20hp difference in power, the 1255XL and 1455XL are practically identical: they have the same number of gears (20F/9R), the same cab and controls, and the same dimensions. The 1255XL only differed when equipped with the optional 12F/5R transmission which reduced the top speed to 30kph, and it originally also had slightly smaller wheels (see 'Comparing figures'

panel), leading to a slightly lower overall height. The 1455XL was only available with the 20F/9R transmission, with all German market tractors built after 1983 having a maximum speed of 40kph.

"The transmission, which was built by ZF, is quite simple and almost indestructible," notes Ingo. "Thanks to the Turbo Clutch, gear changing is smooth and easy, even when hauling large loads such as two 15t four-wheel trailers, and when going uphill. Stalling the engine is almost impossible."

The tractor's Turbo Clutch consisted of a hydrodynamic torque converter, which was either manufactured by Voith (which also made the same equipment for some Fendt and Schlüter tractors) or by Transfluid. Depending on which clutch is fitted, slightly different amounts of oil are used at the 4000-hour oil change intervals.



Comparing figures

Model	IH/Case IH 1255	IH/Case IH 1455
Production run	1979-1994 (Case-IH from 1985)	1979-1996 (Case-IH from 1985)
Factory	Neuss, Germany	Neuss, Germany
Number built	6010	7621
Engine model	IH/Case-IH DT-358	IH/Case-IH DT-402
Engine type	5.9-litre six-cylinder turbo	6.6 litre six-cylinder turbo
Rated power	125hp at 2200rpm	145hp at 2200rpm
Fuel tank capacity	200 litres	200 litres
Transmission	ZF T-3445	ZF T-3450
Gears	12F/5R or 20F/9R	20F/9R
Maximum speed	30kph or 40kph	30kph or 40kph
PTO	540/1000rpm	540/1000rpm
Width	2412mm	2412mm
Height	2910mm	2940mm
Wheelbase	2798mm	2798mm
Weight	5540kg	6420kg
Maximum weight	7500kg	8500kg
Front tyres	13.6R28 or 14.9R28	16.9R28
Rear tyres	18.4R38 or 20.8R38	20.8R38
Price new*	80-100,000DM (£40-50,000)	100-150,000DM (£50-75,000)
Price now	€12,500-18,500 (£10-15,000)	€25-40,000 (£20-35,000)

*1989, depending on equipment

When asked about any weaknesses in the tractors, Ingo thinks for a moment before answering. "The fuel capacity of 200 litres could have been larger," he states. "The 1455 can use up to 24 litres per hour when ploughing or stubble cultivating, so a full tank is hardly sufficient for a long working day. Also, the lift capacity of the rear linkage is rather limited for today's large implements. But these tractors were designed over 40 years ago, so you can't really complain or expect more."

Ingo has found his 1255 and 1455 to be extremely reliable. However, the excellent reputation of these tractors among farmers, tractor enthusiasts and collectors has led to higher values. A price of €30,000 (around £25,000) for an average example of the flagship 1455XL with more than 10,000 hours on the clock would be considered to be quite a bargain today.

To give their 1255 and 1455 tractors a more impressive look, some of today's owners, particularly those using them for hobby purposes, have fitted bigger wheels than those originally used when the

tractors were new. "It's something I really don't like to see," says Ingo. "I want to keep my tractors exactly the same spec as they were when we bought them two decades ago. Everything else is just for show and not really needed for agricultural reasons."

Farm equipment engineer Oliver Zarden, from Cologne, sees things rather differently. As a student, he worked during vacations on a farm that ran IH 1255XL and 1455XL models.

"From that time, I always dreamed of having my own 1455," he explains. "When I finally had enough money, I bought myself a rather run-down 1987 Case-IH 1455XL for a bargain price of less than €10,000, which is still a lot of money for a tractor which was more than 20 years old at the time. I completely refurbished it myself back to its current condition. Its original rear tyres were damaged, so I bought new ones. They are slightly larger than the original ones, but I think they look pretty good and are not exaggerated."

The larger tyres do help to reduce soil compaction, especially in the autumn, when Oliver and his Case-IH 1455XL can often be found helping a local vegetable farm to cart carrots.

"I do get paid a bit of money for doing this job in



Above: This 1987 Case-IH 1455XL was very tired when Oliver Zarden, an agricultural engineer from Cologne, bought it for €10,000 several years ago. He has since refurbished the tractor and fitted it with over-size tyres.

Below: These 145hp Case-IH 1455XL and 125hp Case-IH 1255XL tractors are owned by friends and enthusiasts who occasionally use their German-built classics for carting carrots on a large vegetable farm near Cologne.

my spare time, but what I enjoy most is that it allows me to use my tractor for some real farm work," he adds.

The same is true for his friend Jens, a tractor enthusiast and 1255XL owner from the small town of Viersen, 20 miles west of Düsseldorf. While Jen's machine is a hobby tractor, he also likes to give it some work whenever he gets the chance, again for tasks like carting carrots. The 1255XL really suits him.

"It looks the same as the 1455XL and I don't need 145hp," he says. "When I looked around for a 1455XL a few years ago, they were only available for prices of €20,000 or more, even for examples in quite poor condition. The 1255XL was, and still is, available at far lower prices, so I opted for this one."

In summary, these four owners enjoy using their tractors. Ingo Horstnick sums things up nicely. "Should there ever be a vote for the best tractors ever built worldwide, the 1255XL and 1455XL would surely come high up the list," he says. "They are still useful for farm work and economical to use, and because of their reputation and desirability, they don't depreciate. These tractors are still head-turners wherever you go."

There could hardly be a better compliment for the former IH and Case IH employees who designed and built these rock-solid classics at Neuss.





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BUILDING CONVERSION



Most classic-era Ford and Ford conversion enthusiasts are familiar with the Thomas Ninety-Five 100 tractors built between 1973 and 1981, but what is less well known is that the man responsible for building the first machines was former Roadless Traction demonstrator Mervyn Ford. Here, he tells Simon Henley how he became involved with the project and explains how the conversion was carried out.

Right: Paul Williams' purchased his Thomas Ninety-Five 100 two years ago. First registered in the Peterborough area in 1981, it is thought to have spent much of its working life carrying out crop spraying.

ONE OF THE MORE UNUSUAL Ford tractor conversions built during the 1970s was the Ford 5000-based six-cylinder J. J. Thomas Ninety-Five 100.

The conception of the tractor by J. J. Thomas has previously been well-documented in various books and articles, but few people know that it was Roadless Traction demonstrator Mervyn Ford who originally converted the first Thomas tractors, which were built during the evenings and weekends in a tiny asbestos-roofed 350sq. ft. garage at Hatton in Warwickshire.

Above left: Thomas owner Paul Williams, left, with his Arden Mechanical Services business partner Mervyn Ford, the latter being best known as Roadless Traction's former demonstrator.

The unrestored late-model Thomas Ninety-Five 100 you see here belongs to Paul Williams, an agricultural engineer from Warwickshire, who purchased it two years ago, from, wait for it, none other than Mervyn Ford. The tractor, which Mervyn acquired at one of Cheffins' collective sales some years ago, has a 1981 Peterborough registration XEG 666X and is believed to have spent its working life in the Eastern counties, where it was used as a sprayer tractor.

Current owner Paul is a Ford conversion enthusiast with a keen interest in Muir-Hills. However, he was attracted to the Thomas Ninety-Five 100 because of its clean lines, abundant power and exceptional manoeuvrability.

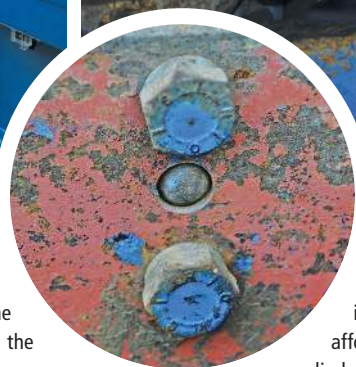




Left and inset: The extended bonnet was produced by cutting down two Ford 5000 bonnets to the correct size and welding them together, inset. All sheet metal work and painting was undertaken by J. J. Thomas. Photo: Julian Cooksley.

Below and inset: The Ford 2713E six-cylinder engine was supported using side rails supplied by Roadless. The tombstone was doweled, inset, which interlocked the side rails to prevent the retaining bolts from coming loose.

Below left: Following the 1976 introduction of Q-cab legislation, Thomas tractors were equipped with a straddle cab as standard, or an optional flat-floor Clepa cab sourced from Holland.



"If you look closely at a Thomas tractor, you will notice it sits perfectly level from front to back," he says. "You may also notice that, unlike a County or Roadless tractor from the same period, there's no additional bulge in the bonnet to accommodate the battery.

"This was overcome by raising the steering box and modifying the Ford OEM battery tray so that it didn't interfere with the original bonnet. These are very easy tractors to live with, and I frequently use mine for trailer work or tasks like power harrowing and topping."

Paul's purchase of his Thomas Ninety-Five 100 from Mervyn Ford is no coincidence. Paul and Mervyn are business partners in Arden Mechanical Services Ltd, an agricultural engineering company based at Norton Lindsey, near Warwick.

Having been invited to see Paul's tractor, **CLASSIC TRACTOR** asked Mervyn to join us and provide a step-by-step account of how the first J. J. Thomas tractors were built. What follows is the remarkable story of how the Ninety-Five 100 came to fruition.

The Thomas Ninety-Five 100 tractor story starts in early 1972 when, while catching a flight from Seattle to Chicago during a business trip to the

USA, company founder John J. Thomas had the idea of building an affordable 100hp six-cylinder two-wheel drive

tractor using well-proven Ford components, to fill a niche for greater horsepower in the export market.

The problem with the idea was that Ford had previously discouraged established tractor conversion companies like Roadless Traction and County Commercial Cars from building a two-wheel drive six-cylinder model. Furthermore, having recently launched the new 94hp four-cylinder turbo Ford 7000, Ford's senior executives were not about to jeopardise the new model's potential success.

The man behind the concept of the Thomas conversion, John J. Thomas, came from Great Bourton in Oxfordshire. During the late 1960s he had worked as the sales manager at Young's of Banbury, an established Ford tractor dealer and an authorised distributor for Roadless Traction.

Having left Young's, the enterprising Mr Thomas

started a business exporting tractors and components, primarily to the USA. It was around this time that he met Roadless Traction's then demonstrator Mervyn Ford, who while on his travels for the company, occasionally came across second-hand tractors for Mr Thomas, for which he received a small commission.

Ironically, while John Thomas was planning how he could convince Ford UK to let him manufacture two-wheel drive six-cylinder conversions, Mervyn Ford had already approached the managing director of Roadless Traction, Rupert Booth, with the idea of establishing a remote tractor assembly facility for constructing four-wheel drive Roadless models near his home in Warwickshire.

"There were always delays in tractor assembly during the early 1970s," explains Mervyn. "Getting labour was always a problem at the Hounslow factory, because it was very close to Heathrow airport. The airport paid higher wages than Roadless, so obviously there was always an on-going recruitment campaign.

"My suggestion was that I would set up a small workshop near my home at Hatton. My father was a haulier, so we would arrange to transport skid units and conversion components from Hounslow to the



Above and inset: Unlike the Roadless Ploughmaster 95, which had a bulge in the offside of the bonnet to accommodate the battery, the Thomas Ninety-Five 100 maintained a clean hood line by raising the steering box, inset.

Above right: The standard Ford 5000 front axle was supported underneath the tombstone by a bespoke front axle mount designed for the Thomas tractor. The tombstone was originally designed for the Roadless Ploughmaster 95.

Midlands. I would then assemble a tractor over the weekend, which could be returned and exchanged for more components the following week.

"Mr Booth thought this was a good idea, and asked me what I needed," he continues. "I told him what I thought we required, and then I asked my friend Ralph Oliver to help me. Once we had found a workshop, we installed an overhead gantry so we could lift the skid units to work on them."

The assembly of the gantry and the procurement of service tools took place during the winter of 1972.

Upon its completion, Mr Booth asked Mervyn to supply receipts for the equipment and duly presented him with a cheque.

"I think we spent almost £1000," remembers Mervyn. "That was a lot of money at the time, but Mr Booth seemed very happy with the arrangements we'd made, and our intention was to start assembling tractors there straight away."

But because of continual parts supply issues, Mervyn Ford never assembled a single Roadless tractor at Hatton, but the premises in which Roadless had invested would soon be put to good use. In late 1972, Roadless was approached by John Thomas, who had a letter from Ford giving him permission to convert two-wheel drive Ford 5000 tractors into six-cylinder models. The strict provision of this agreement was that he could only use second-hand tractors.

"John Thomas wanted Roadless to supply him with six-cylinder conversion kits and assemble the tractors," continues Mervyn. "Initially the company was reluctant, as the contract with Ford regarding



the supply of engines and skid units stipulated that Roadless could only manufacture four-wheel drive tractors. However, as Thomas had Ford's permission, they could

hardly say no.

"The problem was that there simply wasn't the room at Hounslow, so Mr Booth suggested that Mr Thomas should contact me and arrange for the tractors to be assembled at our workshop at Hatton, which was only a 30-minute drive up the A41 from Banbury. Since I already knew John and we got on very well, with Roadless' permission it was agreed that Ralph and I would start assembling tractors on behalf of J. J. Thomas.

Mervyn says that John Thomas would deliver a donor tractor to the workshop at Hatton, where Mervyn would already have the conversion kits in place. The Roadless conversion kit included engine side rails, a bell housing adaptor plate, a flywheel, clutch and a new tombstone assembly.

"The six-cylinder engines were black-painted Ford 2713E industrial units, delivered on behalf of Ford

The high-revving Ford 2713E engine, rated at 104hp, enabled the Thomas Ninety-Five 100 to comfortably achieve 20mph at full throttle in high gear.



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Above: Power steering, which was fitted to all Thomas tractors, was provided by a Hydrosteer steering ram. This system was commonly used by Ford throughout the 1960s and 70s.

Left: Former Select-O Speed tractors re-equipped with a new eight-speed transmission received a gearbox upgrade which involved the installation of a Roadless fifth gear rail, which pushed the gears further into mesh.

through Hendy-Lennox in Southampton," says Mervyn. "If we started on Friday night, we would have one completed by Sunday afternoon. Our job was to strip the tractor down, fit the Roadless kit and install the engine. We didn't touch the tin work and we didn't do any painting – this was done elsewhere by John Thomas."

The first J. J. Thomas tractor built by Mervyn Ford and Ralph Oliver was assembled in April 1973. During the following years, the two men would go on to build an estimated 30 Thomas Ninety-Five 100 units, before John Thomas decided to move production to his own facility at Wroxton St. Mary, near Banbury.

The process of building a Thomas Ninety-Five 100 is one which Mervyn remembers very well. The tractors chosen for conversion were initially second-hand

pre-Force Ford 5000 (6X) eight-speed models, most of which, according to Mervyn, were pretty clapped out before they were even converted. Later, thanks to the introduction of an incentive scheme introduced by Ford, it was cheaper to purchase second-hand 10-speed Select-O-Speed tractors for conversion. However, Mervyn and Ralph also converted several Doe 130 tractors into two separate six-cylinder machines.

The method for converting each used Ford four-cylinder tractor was based entirely on what type of transmission it had. However, the conversion process always started with the engine.

"The first task was to remove the tractor's original four-cylinder engine," explains Mervyn. "We would then configure the new six-cylinder unit, adding the correct exhaust manifold, a power steering pump and

engine ancillaries such as the dynamo/tacho drive. All tractors were equipped with a new high-capacity radiator and an extended fan shroud developed by Roadless.

"The next step would be to fit the Roadless adaptor plate to the back of the engine, followed by the new flywheel, as the original Ford unit would no longer fit," he adds. "The Roadless flywheel, which was designed to fit a 13in Ford clutch, was a bobbin-type design which was developed to compensate for the additional clutch housing length added by the adaptor plate.

"The Roadless clutch hub assembly, which came with a new thrust bearing, featured a hollow multi-spline transmission input shaft, within which the PTO drive shaft was installed to provide uninterrupted drive to the PTO and hydraulics.

"Once the clutch was in place, we would offer the engine up to the gearbox," continues Mervyn. "The Ford 2713E was an industrial engine, which didn't have a structural engine block. To compensate for this, the Roadless conversion kit included a pair of 6in x 1in side rails which supported the engine.

"Supporting the front of the tractor, the side rails were attached to a Roadless tombstone, which was borrowed from the Ploughmaster 95 tractor," he recalls. "Underneath the tombstone, a standard Ford 5000 front axle was fitted using a spoked mounting bracket developed for the Thomas tractor. Power steering was provided by a Hydrosteer-supplied steering ram, which was commonly used by Ford throughout the 1960s and 70s."

According to Mervyn, some of the first Ford 6X six-cylinder conversions they built soon developed major gearbox and hydraulic problems. Because the conversions were based on second-hand machines, achieving an acceptable level of reliability was going



Far left: Improved engine cooling capacity for the larger 2713E engine was provided by the installation of a larger radiator and an extended fan shroud developed by Roadless.

Left: The bell housing adaptor plate required the replacement of the OEM flywheel with a bobbin-type unit developed by Roadless for its six-cylinder four-wheel drive conversions.

A very close call

THE COMPLETION of the first Thomas tractor is something which Mervyn Ford remembers very well, as it very nearly became the last tractor that he and Ralph Oliver assembled together.

"I lived just down the road from our workshop and had gone home to fetch something," explains Mervyn. "While I was gone, Ralph decided he would test drive the tractor along the driveway. Unfortunately he was notoriously heavy-footed in a car, and having given the tractor too much throttle, he lost control at the end of the drive and skidded straight out onto the A41, flipping the tractor over.

"Miraculously, Ralph was thrown clear and nobody else was hurt. By the time I returned, there were cars queuing to get around the tractor, which was literally parked upside down in the middle of the road with diesel and oil running all over.

"I went straight home, got my father's lorry and pulled the tractor back onto its wheels with a chain," he continues. "We then towed it back up the drive to the workshop to evaluate the damage. Fortunately, nobody else was involved and, thankfully, the police never showed up.

"The damage to the tractor was surprisingly minor: it needed a new steering column, a new radiator, a new exhaust manifold and a silencer. There was no tin work on the tractor, and we actually got away without anyone ever knowing."

to be a challenge. The solution to this problem was conveniently overcome when Ford started offering a manual eight-speed conversion exchange kit for troublesome Select-O-Speed tractors.

"The 10-speed Select-O-Speed gearbox was inherently problematic," recalls Mervyn. "Farmers would trade them in for new eight-speed models, leaving the S-o-S tractors sitting in dealers' yards for months. Ford offered a complete transmission exchange kit at a discount, so its dealers could convert and sell their unwanted second-hand Select-O-Speed models.

"The Ford kit included new tin work for the steering console nacelle, a new clutch assembly with a clutch pedal, and a new gearbox complete with gear levers," he adds. "Importantly, it also included a new differential unit, which had the correct final-drive ratio for the manual eight-speed gearbox.

"Changing the differential was essential, as with the standard Select-O-Speed gearbox final drive ratio, the converted tractors would have been ponderously slow. However, while the installation of a new engine, gearbox and differential essentially produced a new tractor, replacing the Select-O-Speed unit and installing and setting-up a new differential significantly increased the amount of time required to complete the conversion," notes Mervyn.

Up until that point, the most challenging tractors to convert into six-cylinder models were the tandem Doe 130s built by Ernest Doe & Sons. According to Mervyn, converting these tractors involved an extensive amount of work, starting with the removal of the remote control system on the front tractor unit, followed by the disassembly of the extensive framework and turntable assembly linking the front and rear tractor units together.

"The assembly which connected the Doe skid units was a massive piece of engineering," he states. "It was very heavy and was held together by

a lot of bolts. Once we had the tractors stripped down, we rebuilt them as conventional tractors.

"Since the Doe units had no front axles, John Thomas would source assemblies from Ford dealers who had converted two-wheel drive tractors to four-wheel drive using a Roadless Ploughmaster conversion kit. These axles were cheap to buy as many Ford dealers had no use for them.

"It was similar with the rear linkage assembly required for the front tractor," continues Mervyn. "The linkage components could be sourced from companies that were converting Ford tractors into drainage machines. Remember, we only converted a handful of Doe tractors, so it was pretty easy to source take-off parts cheaply.

"When the tractors left our workshop, they were nothing more than a six-cylinder skid unit on four wheels," he adds. "The original four-cylinder bonnets would obviously no longer fit, and quite often there were no fenders on the tractors. The installation of the cabs, modified bonnets and any other tin work, along with painting and application of decals were all undertaken by people working for John Thomas."

This fascinating insight into the development of the Thomas Ninety-Five 100 represents just one-third of the 100 or so tractors that were built and sold by J. J. Thomas. Yet thanks to Mervyn Ford and his business partner Paul Williams, we now have a better understanding of what was involved in the development and early production of these intriguing and lesser-known Ford six-cylinder conversions. 

Below: This Thomas Ninety-Five 100 conversion was produced in the late 1970s, but the Ford 5000 it is based on dates back to early 1967. The 1979-registered tractor entered preservation in 2006 and was refurbished the following year. Photo: Julian Cooksley.

Specification

MODEL:	J. J. Thomas Ninety-Five 100
ENGINE:	Ford 2713E six-cylinder
POWER:	104hp (78Kw)
TRANSMISSION:	Ford 8F/4R (two-range)
CONFIGURATION:	Two-wheel drive
PRODUCTION:	1973-1981





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In 1940s America, it was discovered that the tin-alloy in pellets, used in the Hurricane fighters on the Russian front, prevented carbon deposits forming in engines. This was bad news for the motor industry. No carbon deposits meant greatly reduced engine wear which would put a whopping dent in the big profits generated by component failure, repairs, replacement parts & ultimately affect new car sales. To make matters worse, the additive companies with their cleaners & repeat-use treatments, would lose most of their business, if the 'pellets' entered mainstream use.

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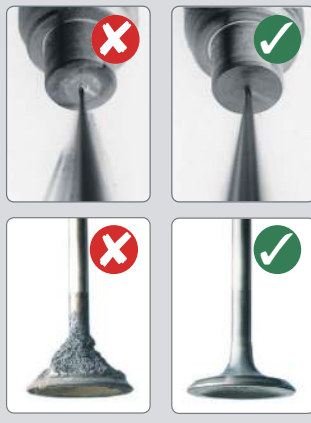
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"I'm left with no doubt at all that FTC really does work" Aaron Carr, Kent



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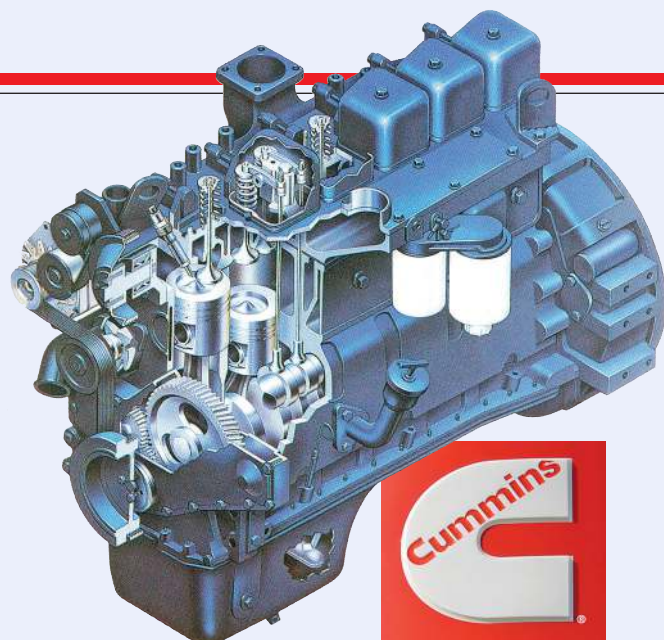
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LIVING LEGEND

The name of Cummins has been synonymous with diesel engines for the past 100 years, and for 20 of those years many Case and Case IH tractors were powered by the company's legendary 5.9-litre B Series engine. In the first part of an occasional series looking at iconic tractor engines, Sandy Cox looks back at one of Cummins' best-known engines, gathers some users' opinions and visits the plant at Darlington where the 5.9-litre power unit is still built.



WHenever it is mentioned for that a tractor is equipped with a Cummins engine, the statement is usually met by a reverential hush, a nodding of heads and a general agreement that this is a good thing. Considering it has been some time since Cummins engines were fitted to mainstream tractors, it speaks volumes that the company's power units are still so highly regarded in farming circles.

Currently, if you want a new tractor with a Cummins engine, you would have to buy one of the most powerful John Deere 9R/RT/RX Series tractors or one of the handful of new Versatiles sold here. And none of the engines in these machines are manufactured in the company's two British engine plants at Darlington and Daventry.

Roll time back just a couple of decades, and British-made tractors with British-built Cummins engines were a common sight. The company is aiming to put its power units at the heart of many more tractors in the future, but more of that later.

Before getting down to some of the detail about Cummins-powered tractors, it's worth taking a look at

the engine manufacturer itself, as it nears the end of its celebrations to mark its 100-year involvement with diesel power. Cummins is a worldwide business with more than 80 manufacturing facilities, including 18 engine plants. It is probably the largest diesel engine manufacturer in the world and ranks at number 128 in the Fortune 500 list of the USA's biggest companies. It employs almost 63,000 people and has an annual turnover of \$24bn. In addition to agriculture, Cummins engines are used in almost every application possible, from rail to marine, in trucks and buses, and for power generation and construction equipment among others. It builds engines covering a power range from 49hp to 4400hp.

The company has its headquarters at Columbus, Indiana, where it was established by Clessie Cummins. He had left the farm where he grew up and had been hired as a chauffeur and mechanic by William G. Irwin, a Columbus banker and businessman. It was a fortuitous pairing as Irwin was to back Cummins when he established an engine manufacturing business in 1919.

The first engines built by Cummins were far

removed from the powerful units the company builds today. The original Cummins oil engine was known as the HVID engine, as it was built under licence from R. M. Hvid Company using its patented compression-ignition fuel delivery system. It was a portable stationary engine for powering belt-driven pumps, corn mills, saw benches and similar equipment.

Within a couple of years, Cummins had patented his own direct injection system and by 1924 was building a complete engine of his own design – the model F. From single-cylinder engines, the business moved on to develop multi-cylinder units, with the model U in 1928 and model K in 1929. A model U was installed in a Packard car to promote diesel power in 1930 and a Cummins diesel-powered car was entered

Above and below: The Cummins 5.9-litre B Series engine, inset, is best known in agricultural circles as the power unit used in all six-cylinder Case-IH Maxxum (1990-1997) and Maxxum MX (1997-2003) tractors. Photo: Julian Cooksley.





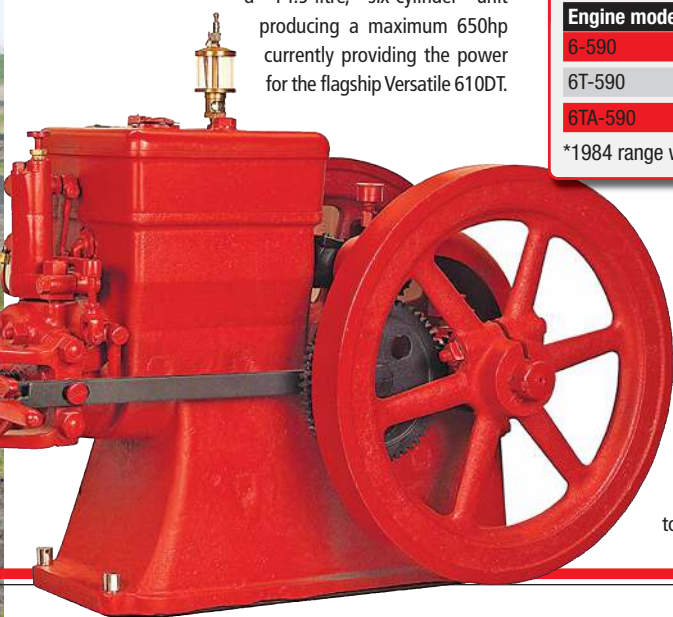
Left: The Cummins business was founded in 1919 as Cummins Machine Works, working from this former cereal mill in Columbus, Indiana. The taller part of the building still stands in the centre of the Cummins corporate headquarters.

in the first Indianapolis 500 race in 1931, finishing eighth without needing to refuel throughout the entire race.

The first truck engine, the H672, was introduced in 1932, and the Purity Food Stores, in which Irwin had an interest, was the first to run an entirely diesel fleet of trucks. Sales reached \$1mn in 1936 and the backing of the Irwin family finally bore fruit when the Cummins business eventually made a profit in 1937, 18 years after its establishment.

By that time, Cummins had powered the first diesel agricultural crawler tractor with a model U engine in an Allis-Chalmers Monarch tractor. Engine development and the growth of the company continued and by 1952 a Cummins diesel car took pole position at the Indianapolis 500 after setting a track record speed of 139mph. By 1955 more than half the trucks on the road in the USA were powered by a Cummins diesel engine. The following year the company came to Britain when it opened its first overseas engine plant at Shotts in Scotland.

At the end of the 1950s it was Cummins power that went into the first big articulated four-wheel drive tractors, with Wagner choosing a 250hp 14-litre engine for its TA model of 1959. This was a market that was to continue through to the present day, with Cummins engines being slotted into Steiger tractors and then Case-IH Quadtracs, as well as some of the iconic Big Bud machines. The engines have been used in Versatile tractors from 1967 through to the present day, with a 14.9-litre, six-cylinder unit producing a maximum 650hp currently providing the power for the flagship Versatile 610DT.



Right: Clessie Cummins had worked as a chauffeur and mechanic for businessman and banker William G. Irwin, who was his financial backer when he established the Cummins Engine Company in 1919.

Below: The Cummins 5.9-litre B Series six-cylinder engines installed in the Case-IH Maxxum MX Series delivered 100hp to 168hp, depending on the model.



The 5.9 engine family

Engine model*	Cylinders	Litres	Power coverage
6-590	6	5.9	90-110hp
6T-590	6 turbo	5.9	110-145hp
6TA-590	6 turbo**	5.9	150-165hp

*1984 range with Case designations; **Aftercooled

In 1965, Cummins and opened a new engine plant at Darlington in Co. Durham, initially operating it as a joint venture with Chrysler. In 1973, Cummins acquired Huddersfield-based turbocharger manufacturer Holset Engineering Co. Ltd.

A move of great significance in the agricultural sector came in 1979 when Cummins and J. I. Case came together in a 50/50 partnership to form the

Consolidated Diesel Company (CDC) which heralded the arrival of new B and C Series engines in the mid-1980s that would be used in Case and Case IH tractors, and finally with McCormick through to 2005.

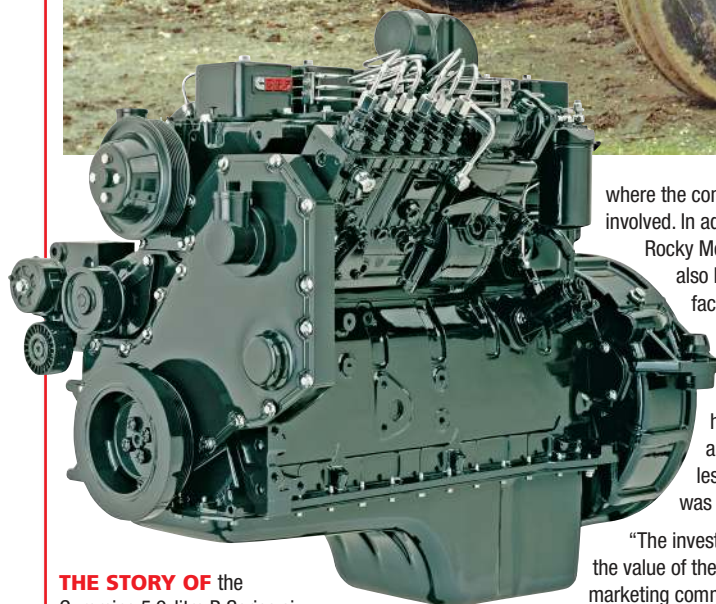
Development of these engines has continued, and while the original

5.9-litre six-cylinder B Series engine is still supplied to some markets, it has been developed further to become a 6.7-litre unit that meets the latest and toughest Stage V emissions regulations. A structural version of this engine, suitable for tractors, is now available.

Left: The HVID was the first engine built by Cummins under licence in 1919. It was available in versions from 1.5-8hp. The 3hp engine had a 1-litre displacement and weighed 280kg. Today's Cummins B6.7 engine, at 583kg, is less than double the weight but produces 100 times more power.

THE 5.9-LITRE B SERIES

Right: The first tractors to use the 5.9-litre B Series six-cylinder engine were the Case 1896 (116hp) and 2096 (138hp) models, introduced in 1984. Under Case-IH, final assembly of these tractors was transferred to Doncaster in 1986. These are British-built units.



where the company had not previously been involved. In addition to being built at the CDC Rocky Mount plant, the engines would also be assembled at other Cummins facilities, including the Darlington factory in north-east England.

Traditionally, Cummins had produced larger, higher-horsepower engines like its NH and N14, so the move to smaller, less-powerful mainstream units was quite a change for the company.

"The investment at the time was more than the value of the company," says Steve Nendick, marketing communications director at the Cummins plant at Darlington. "They were betting the company on the success of the B Series."

If it had gone wrong, Cummins could have gone bust, but the bet paid off and some 15mn B Series engines have been sold in the past 35 years. The main applications have been rigid trucks – famously in the Dodge Ram – and construction and agricultural equipment.

"The B Series was a move away from the previous larger engines," adds Steve, "and by going smaller than before, the company was reaching out into new markets where it hadn't previously been active."

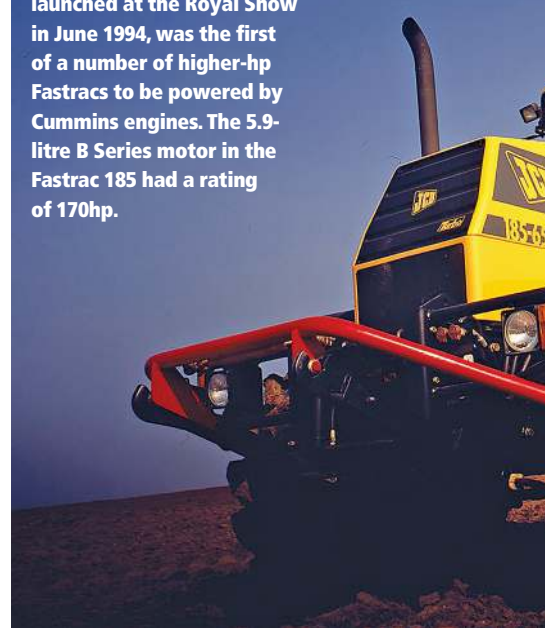
"The ethos of the design was simplicity," he adds. "Oil and coolant routing was integrated into the block, so that there were no hoses and pipes that could get knocked off and cause problems. The block is also bored, rather than having liners, so that it could be re-machined and have oversize pistons fitted if necessary. The engine wasn't designed to have the long life that it's had, but they are bulletproof and last forever. It has built a reputation that's above and beyond anything anyone expected."

Left: The Cummins/CDC B5.9 engine entered production in 1984 and was used firstly in Case tractors, then in Case IH tractors for a period of almost 20 years. In these applications it produced 100-170hp.

The 5.9-litre B Series engine first appeared in tractors in 1984 in the Case 1896 and 2096 models, with outputs of 116hp and 138hp respectively. The six-cylinder turbo unit continued in both models in red and black livery after the merger of Case and International Harvester in late 1984.

THE STORY OF the Cummins 5.9-litre B Series six-cylinder diesel began in 1979 when Cummins Engine Company and J. I. Case set up a \$350mn joint venture called the Consolidated Diesel Company (CDC). Its aim was to produce a new, high-technology range of diesel engines in the lower horsepower sector for its two parent companies. A huge new factory, the Rocky Mount Engine Plant, was built at Whitakers, North Carolina. It opened in 1981 and produced its first engine in 1983. Since then it has manufactured more than 4mn engines in the 65-600hp range and since 2008 has been wholly owned by Cummins after the partnership with Case successor CNH was dissolved. Despite the concentration by Case on agricultural and construction equipment, CDC engines have been used in a wide range of on- and off-highway applications including trucks, pick-ups, buses and fire engines, marine, military, farm and construction machinery. The engines most widely used in tractors were the B3.9 four-cylinder and B5.9 six-cylinder that came on-stream in the mid-1980s. It was a challenging economic time for Cummins and the new engines were an enormous gamble in a sector of the market

Right: The JCB Fastrac 185, launched at the Royal Show in June 1994, was the first of a number of higher-hp Fastracs to be powered by Cummins engines. The 5.9-litre B Series motor in the Fastrac 185 had a rating of 170hp.





These tractors were initially built at Racine in Wisconsin, but the line was transferred to the Wheatley Hall Road plant in Doncaster in 1986. Production was planned to end in February 1991 but eventually finished after a final order for 50 tractors from the USA was built in July of that year.

Tractors with the 5.9-litre Cummins engine were to return to Doncaster later in the decade, but more of that later.

The first truly mainstream Case IH range to receive the 5.9-litre motor was the Maxxum 5100 Series of tractors, announced in 1990 and built in Germany.

The 5100 Series started out as a range of three models from 90-110hp; the smallest Case-IH 5120 Maxxum used the B3.9 four-cylinder turbocharged engine, rated at 90hp, the mid-range 5130 Maxxum got the 100hp naturally aspirated B5.9 six-cylinder, and the range-topping 5140 Maxxum was powered by the turbocharged B5.9.

It is interesting to note that in a 1991 range brochure there is no mention of Cummins, CDC or B Series. The engines are described as Case IH engines and designated as the 4T-390, the 6-590 and the 6T-590. Case IH said the design had significantly reduced the

Above: The Cummins 5.9-litre engine reached the peak of its power, at least in agricultural tractors, in the McCormick MTX200. The QSB version, inset, of the Cummins 5.9-litre engine used in the 204hp McCormick MTX200 had four valves per cylinder and an electronically-controlled Bosch fuel injection system.

number of parts, and high quality casting techniques produced a sleeveless engine block which eliminated sleeve corrosion, cavitation and electrolysis problems. Superior block design ensured excellent heat transfer with benefits in engine efficiency, claimed the company, while the long stroke gave 'amazing lugability'. A water pump independent of the cooling fan meant less stress on the bearing for reliability.

Back in 1990, rated power and maximum power were the same thing and the 5140 Maxxum, for example, produced its 110hp at 2200rpm. Torque back-up from these engines was excellent, being 29 per cent in the 5140 Maxxum with peak torque at 1200-1300rpm.



Below right: The JCB Fastrac 2140, produced from 2003-2008, was one of the last British-built tractors to use the Cummins 5.9-litre engine. In QSB form, with electronic fuel injection helping to meet Tier 2 emissions, it produced 142hp in this application.



"One of the best tractors we've ever had on the farm," is how Jordan Palmer describes the Cummins-powered 2001 Case IH Maxxum MX110 he purchased two years ago. Photo: Jordan Palmer.

"One of the best"

JORDAN PALMER



User opinion

JORDAN PALMER has owned his W-registration 2001 Case-IH Maxxum MX110 for a couple of years, and says it is one of the best tractors his family have ever had on their cattle and sheep farm near Whitehaven in Cumbria. This tractor has spent its life in the county, originally starting out on a farm at Aspatria before passing through the hands of three other owners before being purchased by the Palmers in December 2017.

Jordan says the 5.9-litre Cummins engine sounds brilliant and has been very reliable. Silage making is done in-house, so the MX110 has been used for mowing and buck raking as well as carting lots of bales, hauling a slurry tanker and powering a feeder wagon. Some 600 hours have been added to the total since it was purchased, taking the total to 5500 hours.

The turbocharger used on the 5.9-litre engine came from Holset.

A fourth Maxxum model, the 5150, was later added to the top of the range, again using a B5.9 turbo engine, but this time rated at 132hp. The 5100 Series went on to morph into the 5100 Pro, again using the Cummins/CDC B5.9 engine. These tractors were produced at the Neuss factory in Germany until the closure of the plant at the end of 1996.

In 1994, work began on upgrading the Doncaster plant so that it could take on responsibility for producing the next generation of Maxxum tractors, the Maxxum MX Series. These tractors, introduced in 1997, continued to use the now well-proven 5.9-litre B Series engine in what was initially a four-tractor range with power ratings of 100-135hp. Compared to their predecessors, the new Maxxum MX models had a longer wheelbase, a new bonnet design with smoother lines, a taller cab with more curved glass and an A post-mounted exhaust pipe. The engine was positioned further forward and mounted on rubber blocks to alter the tractor's weight distribution for a smoother ride.

A new range flagship model, the Maxxum MX170, using a B5.9 engine rated at 168hp, was introduced the following year. When Case IH production came to

"Instant starting"

PAUL STEVENSON



There's no mistaking what's under the bonnet of Paul Stevenson's 1998 Case-IH Maxxum MX135. In this installation, the 5.9-litre turbocharged six-cylinder B Series engine pushed out 135hp.

a halt at Doncaster in 2003, following the plant take-over by McCormick in 2001, the B5.9 engine continued in only one model, the McCormick MTX200. This engine, producing 204hp, was to be the most powerful B5.9, and it was the latest version – the QSB. This development of the B5.9 had four valves per cylinder, compared with two in the original, and electronically-controlled Bosch fuel injection, rather than a mechanical system.

While the Cummins B5.9 engine is no longer fitted to tractors in the European market, it is still in production for other market regions and in different applications.

User opinion

CLASSIC TRACTOR Farm View columnist Paul Stevenson has operated a 1998 Case-IH Maxxum MX135 on his farm since 2004. The S-registered tractor had done 2100 hours when purchased and this figure has risen to 6000 hours. It was originally used with a Dowdeswell DP7 five-furrow hydraulic reset reversible plough as well as carrying out fertilising and spraying duties. More recently it has worked with a 1200-litre Amazone sprayer and an Amazone fertiliser spreader as well as doing rolling.

"The engine has been no problem at all," says Paul. "The only thing we've done is change the rocker cover gaskets. We did change the fuel injection pump, but that was because of some bad diesel. It's a good engine, a bit noisier than the IH engines, perhaps, but with a throaty roar. I find it needs a few revs or you lose torque, although the fuel has been turned-up a bit. Starting is instant and never a problem."

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Above: The Cummins engine plant at Darlington produces 300 diesel engines a day with components sourced worldwide from Cummins plants and other manufacturers.



Above: A four-cylinder B Series engine in production at Cummins in Darlington. The plant has built more than one million B Series engines since 1986.

Right: The first engines were produced at Darlington in 1965. The plant has recently had a £15mn investment in production and testing facilities and its offices in the Grade II* listed buildings, designed by architect Kevin Roche, who also designed Cummins' corporate HQ in the USA.



BUILDING ENGINES is a fascinating procedure to witness, and my visit to the Cummins engine plant at Darlington was quite an eye opener. To begin with, the factory and its setting are rather different to the usual bland and featureless industrial sites. The Darlington plant is surrounded by sweeping lawns dotted with trees, while its low, flat-roofed buildings, designed by award-winning architect Kevin Roche, who also designed the later Cummins corporate headquarters in the USA, have Grade II* listed status, despite being built as recently as the 1960s.

The plant is nearing the end of a recent £15mn investment project that has included new engine test facilities and an office refurbishment. It currently employs some 1300 people building around 67,000 engines a year from components sourced worldwide from Cummins plants and other suppliers. Around 300 engines are produced each day and with the build process taking about three weeks, there are always around 1000 engines on the factory floor.

Building work on the Darlington factory commenced in 1963 as a joint venture between Cummins and Chrysler, with engine production beginning in 1965. Cummins then bought out Chrysler's share in 1968. Initially, the facility made small V6 and V8 engines, with 187,000 of these units leaving the line during a 20-year period.

The plant received a £13.5mn upgrade in the mid-1980s, in readiness for the start of production of

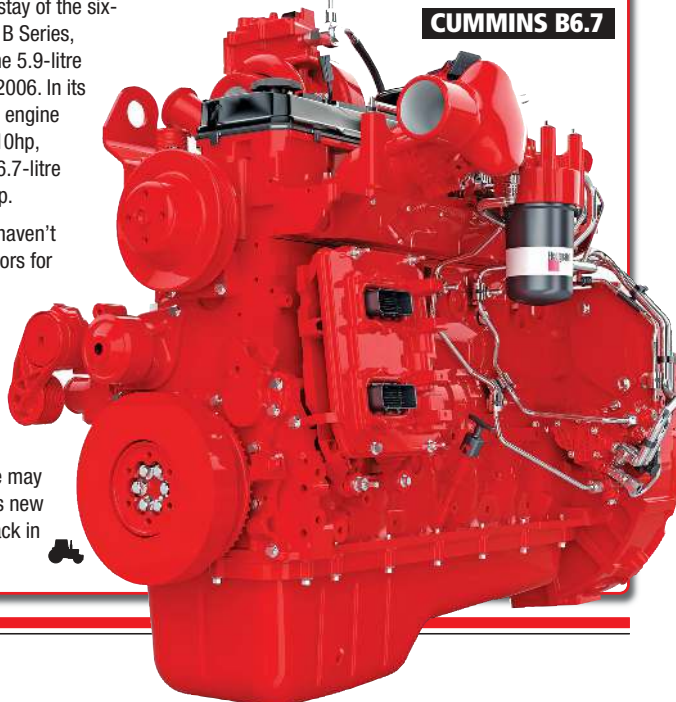
Cummins B Series engines in 1986. Since then, more than a million of these iconic engines have been produced at Darlington, out of a total of 15mn built worldwide. The Cummins 5.9-litre turbocharged B Series engines built at the plant in the 1990s and into the new millennium were supplied to Case IH and then McCormick at Doncaster.

While the 5.9-litre engine is still built at Darlington for some overseas markets, the mainstay of the six-cylinder range is now the 6.7-litre B Series, basically a developed version of the 5.9-litre unit, which entered production in 2006. In its most developed form, the 5.9-litre engine produced a maximum output of 210hp, while ongoing development of its 6.7-litre successor has taken it up to 325hp.

While Cummins B Series engines haven't been installed in mainstream tractors for some time, that may be about to change with the introduction of the B6.7 structural version, which uses a structural oil pan to provide the backbone link between the transmission and front axle. Talks are ongoing with a number of manufacturers, so we may see this engine and the company's new structural four-cylinder engines back in tractors soon.

Below: The Cummins B6.7 engine was developed from the B5.9 and basically used the same engine block but with a 6.7-litre capacity. Moving the gear to the rear of the engine has made the front narrower, which is an advantage in some applications. Electronic engine management allows the power and torque curves to be manipulated.

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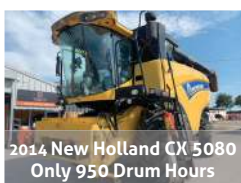
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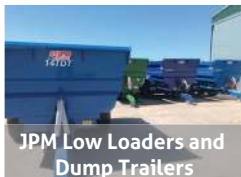
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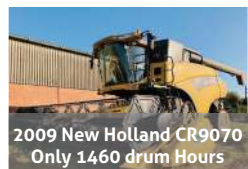
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AFRICAN INTRODUCTIONS

A set of pictures, some previously unseen, from a County Commercial Cars field day held in South Africa in early 1982 has just come to light. The man who organised the event and took the images, former County area sales manager Mike Gormley, reflects on his time in the area and discusses the new models, some fitted with license-built Perkins engines, that were making their debuts.

THE EARLY 1980s WERE an interesting and progressive period in South Africa for County tractors built by the original County Commercial Cars Ltd company, but sadly it was also to be the end of an era.

I was County's regional manager for southern Africa during this time, and not only was our market booming like it never had before in this region, but there were also significant changes in the range of tractor models that were available.

The large flagship Countys such as the 1464, 1474 and 1884 models were introduced and made it down to southern Africa. Also, smaller derivations such as the 5600-Four, unique to South Africa, were added to the range. As with the other 600 Series 'Four' models in the range, the 5600-Four was built using a kit supplied by County in the UK to the Ford factory in Port Elizabeth.

Then came the Perkins-engined 'P' units, which were developed specifically for the South African market but were destined to move out to the wider world. A huge amount of development work had to be done to facilitate the fitment of the Perkins engines, which were license-built in a new plant near Cape Town in South Africa as part of the Atlantis Diesel Engine (ADE) project. Ford and County were obliged to do this as most of the tractor ranges that were

Right: The Perkins-powered County 764P, foreground, and 1164P models were introduced alongside the Ford TW Series and the new Series 10 range at a large launch event held at the Western Deep Levels mine museum in Johannesburg.

Right: P stood for Perkins engines on the bonnets of the County 764P and 1164P models.

available had to have one of these engines fitted in order to be sold in the South African market.

ADE was the result of a government project instigated in 1979 to future-proof South Africa against the trade sanctions that were being imposed on the country due to its apartheid policies. A limited range of license-built Perkins and Mercedes engines were put into production by ADE at Cape Town, and installing them in certain applications created some major and costly challenges.

If it had been the 4600-Four, 5600-Four, 6600-Four and 7600-Four models, which were based on complete skid units sourced from Ford, that were being re-engined, the conversion process would have been relatively straightforward. But in the six-cylinder 1164, 1174 and 1184, which used different engine and transmission combinations, it was a more involved process.

There was a comparatively small market for these



Below: The date is early 1982 and what were then three of County's latest models, consisting of, from right, Perkins/ADE-powered 764P and 1164P models, and a flagship 1884, line-up at a field day and trials at South Eastern Cape. This was the first time these new models had been put to work in South Africa.





The County 1164P was powered by a 112hp Perkins AT6.354.4 six-cylinder turbo engine produced under license by ADE in a plant near Cape Town.

models, so the significant costs involved in the development and testing of the 'P' models had to be spread over a relatively small number of tractors. Understandably it wasn't very long before it was decided to broaden the market for these machines to include other countries, as well as South Africa.

It was an interesting time and there was a lot of high-level head scratching required. County could have decided not to offer its six-cylinder tractors in South Africa, but it fortunately chose another route. After a lot of development work and testing, the end results were successful and the County 1164P became a formidable tractor. It was a really good performer, as were most of the Perkins-powered conversions.

I recall visiting the ADE engine test facility in the heart of Johannesburg, which was 6000ft (1829m) above sea level. Here the ADE-built Perkins A6.354 six-cylinder engine was put through its paces on behalf of County Commercial Cars Ltd, to set the performance at the required levels for the forthcoming 1164P, and put in some test-bed hours to ensure reliability and suitability of the cooling pack, and so on.

The ADE conversion was a little embarrassing for Ford, as it meant County was now using engines made by Perkins, which was owned by its main competitor, Massey Ferguson, so the marketing folk had to think hard about the message they put out. However, it was good for the 1164P end user, as there were benefits from the switch to Perkins power.

Much of South and southern Africa is at quite high levels and this has a significant impact on power from naturally aspirated engines. In fact, there is a power loss of about 3.5 per cent for each 1000ft (305m). To make matters worse, this loss is exponential, so becomes quite significant at 6000ft. Many of the main farming areas in southern Africa are around 4000ft, and black-smoking, power-starved tractors were a common sight at one time. Turbos and tractors with 'altitude compensation', which had a turbo fitted but with no fuel increase, were the way to maintain power at altitude.

When fitted with the new Perkins AT6.354.4 six-cylinder turbocharged engine, the 1164P had an

immediate advantage over its Ford-engined predecessor as soon as it was taken to the high veldt. But even at sea level, the 1164P had the edge, with slightly more power and torque. It was definitely a good move for the 1164. If things had turned out differently, maybe the 6600-based P tractors would have had an altitude compensator (AC) fitted, as it was a very effective solution to the altitude issues. I'm sure it would have been considered.

With all this exciting product evolution taking place, it was a great time for the king of the County range, the 1884, to make its debut in South Africa. The 1884 that was used for the launch made its way from the UK to Port Elizabeth, following the route of the many hundreds of kits and fully-assembled units that

had preceded it over the years. Once the County P models were established, and the 1884 was in place alongside the Ford TW range, it was arranged for all these new-to-market County models to gather on a farm to the east of Port Elizabeth, the city where Ford had its South African headquarters. This was done so that everyone would have a chance to get a look at them in the field and to allow the farm's tractor drivers to give them a real-world work-out. It also gave Ford's field staff a chance to get some time behind the wheel.

The development of the four-cylinder 764P produced a tractor with a performance that was certainly comparable to the Ford-powered models. The ADE engine used in the County 764P was



A County 764P working hard pulling a Big Ox five-tine ripper during a field event for Ford employees on a farm in the South Eastern Cape of South Africa in early 1982.

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Above: A County 1164P with a Perkins/ADE six-cylinder turbo engine and a flagship 1884 head out to the field. They were taking part in a field trial and familiarisation event on a farm in South East Cape.

Above right: A set piece photo of the ADE-powered County 764P that was displayed at the Ford Series 10 launch event at the Western Deep Levels gold mine museum in Johannesburg.

Right: Framed by the colourful flowers of a Bougainvillea plant, a thorny shrub-like vine, a flagship County 1884 is prepared for a test and evaluation event on a farm to the east of Port Elizabeth in South Africa in March 1982.

a license-built version of the renowned 4.07-litre Perkins A4.248 four-cylinder engine. At the time, this well-proven unit was being used in the MF 290 and 690 models, among others, and had previously been installed in the MF 178, 185, 188 and 590. Compared to the traditional Ford engine, the ADE 248 engine, as it was known, offered a slight increase in power and a slight reduction in torque. In reality, it performed well.

The 1164P was putting smiles on faces with its clear improvement in performance, and the knowledge that as soon as it moved up into the high veldt this difference would be much more pronounced. The future of the 1164P seemed to be good, and it would be a more cost-effective unit for South Africa, especially at higher altitude.

But there was also the new kid on the block – the County 1884. With its imposing looks, it was off to a very good start, but as soon as the implement engaged the soil and the taps were opened to unleash the 188bhp of the 6.6-litre engine, the results impressed everyone. The reaction to the 1454 and 1464 had been the same, but this was a quantum leap forward.

There was that characteristic and purposeful growl as the torquey, turbocharged and intercooled engine buckled down to the tasks in hand. The torque of this family of Ford engines had always been impressive. One of my party pieces when demonstrating the County 1454 was to slow right down, with the implement in the ground, often to just tick over, and then open up the



Below: The dust flies as a County 1164P and 1884, probably working together for the first time, flex their muscles during the field day at South Eastern Cape.





County 'P' models

Model	764P	1164P
Engine	ADE 248	ADE 354
Cylinders	4	6 turbo
Capacity	4.07 litres	5.8 litres
Bore	101mm	98.4mm
Stroke	127mm	127mm
Power	78hp (53Kw)	112hp (83.5Kw)
Max torque	260Nm at 1400rpm	412Nm at 1500rpm
Rated RPM	2300rpm	2250rpm
Transmission	8F/2R	8F/2R
Clutch	Single plate, 330mm	Single plate, 355mm
Weight	3660kg	4280kg
Tyres	18.4 x 30	18.4 x 30
Turning circle	5.66m	5.7m

throttle. The tractor would simply power away again in a very impressive fashion.

The 1884, with its 516lbs/ft of full fat torque, was well able to replicate this party trick. Coupled with the tractive ability of the County equal-wheel system, it was a tractor that couldn't fail to impress. I am sure no-one left the demo fields without feeling excited about

as get some working shots of all of the tractors that were the latest models in our range at the time.

the future prospects for this flagship model.

We have been lucky that the images I took at the demonstration and launch have survived. Many are medium format images from my trusty Yashica 124G camera, which a director at Dulys, the Ford dealer in Zimbabwe, advised me to buy. I recall pitting my skills and my Yashica against the official and professional Ford photographer with his Hassleblad. My images were used extensively at the time for brochures and have been used in a number of books and magazines, and live on for us to see today. I was able to do some set

piece photos, as well

Left: Two very different types of Ford 6600-based conversion: a Perkins/ADE-powered County 764P is joined by an unequal-wheel 6600-Four model with a Ford engine.



Top: The County 1884 that took part in a test and evaluation session on an South East Cape farm in South Africa in early 1982 is fuelled-up, while a new Perkins/ADE-engined 1164P awaits its turn.

Above: A County 1164P leads the way, followed by the first County 1884 in South Africa, during a field day on a large farm in the South Eastern Cape, east of Port Elizabeth.

Exciting as it was at the time, little did we realise that these units would become very rare in the future, due to the demise of County Commercial Cars in early 1983 and the much lower production levels that followed during the County Tractors era. 🚜

Left: County's impressive flagship 1884 had its first outing in South Africa at a field day staged on a farm to the east of Port Elizabeth in March 1982.



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HITCHED-UP ONCE MORE

The Track Marshall 90 crawler that Peter Harness hitched to a plough last autumn for the first time in 20 years has served three generations of his Lincolnshire farming family.

During the 1970s, his grandparents increased their acreage by taking on some quite heavy land at Sibsey, near Boston. Their two biggest tractors at the time were a John Deere 2130 and a Renault 781, both two-wheel drive, and sometimes when the ground conditions were difficult they had to resort to using a venerable 1940s Allis-Chalmers M crawler with a Ransomes Duo-trac plough.

"When my father returned to the farm, it was decided that a larger crawler was needed, and so in 1981 our current Track Marshall 90 was purchased second-hand from Crawford's of Frithville," says Peter. "It had been sold new in Norfolk and done very little work – the running gear was in good condition, and it came complete with linkage and weights.

"The crawler soon became the main ploughing tractor on the farm with a four-furrow Crawford trailed plough, as well as doing cultivations with a McConnel Shakaerator,

Parmiter discs and two sets of 4m harrows. When purchased, the 90 was finished in a lighter shade of yellow than other Track Marshalls, even inside the cab, and we've never known why. So during the mid-1980s my father resprayed it in the correct Track Marshall yellow, which has mellowed and still looks tidy today."

In 1986, the farm's first four-wheel drive tractor, a Renault 103.14TX, arrived on the scene and took over as the main ploughing tractor. The Track Marshall then settled into a casual supporting role.

"It was retained as we was felt it was always useful to have in reserve, and my grandfather was a big believer in not running tractor tyres in the furrow bottom on heavy land," explains Peter. "As the years went by, it did less and less work, and wasn't used at all some years. Recently I've found it useful for pulling our 3m Simba Cultipress as it travels better over ploughed



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land than a four-wheel drive tractor. Driving the crawler brings back a lot of happy memories," he adds. "I remember sitting on the battery box as a boy, riding with my grandfather. At that time, it always felt so powerful with its noisy engine and the cab was always so warm and large.

"Due to last autumn's wet weather, I got the 90 back with its old Crawford plough for first time in over 20 years," continues Peter, "It did some really useful work, keeping out of the furrow bottom, just as my grandfather had wanted all those years ago."



Above: When used with a 3m Simba Cultipress on ploughed land, the crawler travels better than a four-wheel drive tractor.



Left: Last autumn saw the Harness family's 1970s Track Marshall 90 crawler reunited with a Crawford four-furrow plough.

NEWCOMER FITS IN FINE

Some tractors tend to move around the country, while others remain local to the area where they were sold new. Typical of the latter is this 1972 IH 454, which has spent its entire life working in Herefordshire, having just two owners during that time.

It now belongs to Ian Garlick and his son, Tom, who farm at Orcop in Herefordshire, but was originally purchased new by the James family for their farm at Vowchurch, where it was used by Will and his late father, Tom. It was supplied by the then local IH dealer, J. & G. Griffiths, which had a depot at Hay-on-Wye. The 454, a relatively early model equipped with a simple Victor cab frame with Lambourn cladding, cost £1800 minus the £600 trade-in value of the Fordson Dexta that it replaced on the farm. A set of harrows was bought at the same time to use with the new tractor on the sheep and beef farm. However, as one of the farm's main tractors, the 52hp IH 454 took on heavier tasks too, including working with a three-furrow plough. It was also used for drilling, mowing, hay turning and baling through the busy summer season.

In later years, the three-cylinder model began to do less arduous tasks and occasionally it was used on a yard scraper and a cement mixer. Apart from a replacement clutch, it apparently required very little mechanical attention. Eventually, in 2016 and after 44 years with the James family, it was time for the little IH to move on. The faithful 454 and another older tractor were traded-in to local Case IH dealer, John Bufton at Peterchurch, as part of a deal for a Case IH JXU model.

It was at Buftons where Tom Garlick came across the tractor. He had been looking for a tractor to use in local ploughing matches and the IH 454 seemed ideal. Tom had caught the match ploughing bug after being roped-in to take part in a Young Farmer's competition with a borrowed tractor and plough. Having decided it was time to get his own tractor, he paid £2200 for the IH 454 in 2016, this amount being £400 more than its purchase price 44 years earlier.

A tidy and original machine with a modest 6000 hours on the clock, the IH required no mechanical work. The Lambourn flexible cladding that had originally been fitted to the cab had been removed, leaving just the bare frame and roof.

Until Tom bought the tractor, it had never had a registration number as its first owners, the James family, never got it registered. Now it carries an age-related registration. In addition to being used for ploughing matches, the IH 454 has been coming in handy on the farm at home, where it has done lighter field work such as chain harrowing and light cultivations.

The IH 454 has the advantage of being simple to use and very reliable. It appears that this tractor, one of 15,625 of these models built by IH at its Wheatley Hall Road factory in Doncaster between 1970 and 1977, has got its second wind and will continue to turn a furrow for some time to come.

Drop-nose Deutz

Adrian Johns' Deutz-Fahr AgroXtra DX4.47 PowerPlus has been a key member of the landscaping and fencing business he runs near Tenby in west Wales for around 10 years.

The 85hp four-cylinder turbo pocket rocket gets used for a range of tasks including general trailer work, powering a 2m Major flail mower and with a recently-acquired Bomford flail hedge trimmer. Its front linkage also comes in useful for work with a post driver.

Adrian's son, Harvey, is the Deutz-Fahr's regular driver and he's tried to keep it up to scratch by touching-up the paintwork to keep rust under control. Some corrosion is inevitable as the tractor spends its life outdoors between jobs. During their period of ownership the Johns have replaced the clutch, brakes and slave seals.

As a precaution the engine oil pump was replaced when low oil pressure began to show, and the drop-nose tractor has also been given a new pair of rear tyres.

While the family may upgrade to a larger tractor in the future, for now this Deutz-Fahr more than meets their requirements. For example, Harvey says he really appreciates the 40kph top speed when he's travelling between jobs. It has done 7500 hours and is surely capable of a lot more.



The Johns family's Deutz-Fahr AgroXtra DX4.47 looks tidy for its 7500 hours.



Left: Tom Garlick driving the 1972 IH 454 he has owned since 2016 and uses for ploughing matches and lighter farm work.





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Paul Stevenson and his father William farm 310 acres at South Loftus, near Saltburn-on-Sea in Cleveland, growing wheat, oilseed rape and barley. They run a well-maintained fleet of classics and also carry out some contract work for local farmers.

START OF IH RE-POWER

Writing this on New Year's Day, it has been dry for nearly a week, our first dry spell for ages. Now I'm no longer actively farming I'm not worrying as much about the weather, although that feels a bit strange.

My 'new' work at agricultural engineer J. W.

Mortimer Ltd is allowing me to work on a wide variety of machines, from virtually new stuff to an old Ferguson TE-20. One nice tractor that came into the workshop a few weeks ago was a very original Ford TW-20, and I've also had a Case-H Maxxum MX100 that needed a head gasket and skim, plus new pistons, due to overheating.

Fortunately there was only slight damage to the bores, which was taken out with a de-glazing/honing tool. It was quite a big job because the front axle had to be removed to take the sump off.

The tractor's water pump had been leaking and the coolant level had dropped sufficiently for the engine to get hot, the outcome of the overheating serving as a good reminder to check your fluid levels every day.

The diesel bug, caused by what seems to be an increasing amount of bio diesel in gas oil, is also causing problems for our customers.

We've had to remove several fuel tanks off tractors and steam clean them inside to eliminate the 'bug'. Usually, the affected tractors have come off farms that have an ancient diesel tank and don't use a fuel additive.

Which brings me to the subject of maintenance. I would say at least 60 per cent of our work is caused by poor maintenance. A lack of grease and a failure to adhere to recommended oil change intervals are the most common causes of problems. Some people try to save a few pounds by not greasing something, and then end-up with a massive repair bill later. But I'm not complaining as it keeps me busy.

I finally made a start on my IH 674 engine re-power project over Christmas. I stripped the tractor down and fitted a high-speed crown wheel and pinion. I hadn't done much on the IH Worldwide series until I started my new job, but now I'm pretty familiar with the type. I am also getting a flywheel adapter made, which will fit the IH Rockford-type flywheel to the flywheel of the ex-Volvo combine engine that I'm installing. I also bought some bigger wheels that will allow me to fit 18.4 x 34 tyres.

There is a lot of work still to do, but I hope to have it running by early summer. The next job is to fit a high-speed gearbox and remove the original seized engine. I have a large selection of bushes, etc, ready to fit to the front axle and steering, which needs to be tight as the tractor will have a top speed of over 30mph.

Some people may not agree with what I'm doing to this tractor, but the alternative was to scrap the IH, which had been parked outside for at least 10 years. I can't wait to hear the throaty roar of the Volvo Penta as it pulls up a hill!



With father Nigel, Darren Tebbitt farms 140 acres near Ely in the Cambridgeshire Fens. Cropping on their predominantly peat soil is split between cereals, oil seed rape, sugar beet, beans, and potatoes. Darren owns a collection of John Deere two-cylinder tractors and equipment.

LIGHTER KIT DOES JOB

It was bound to happen! Sooner or later, the policy of delaying autumn cereal drilling to minimise blackgrass population was going to backfire, and it has done so quite spectacularly. Following the heavy rain in October and November, very little winter wheat got drilled. In fact, nobody around here can remember a time in living memory when there was less wheat in the ground before Christmas.

Drilling 'late' is far from ideal conditions is not unusual for us Fen boys: as root crop growers, we are used to drilling and paddling about in the late autumn. Our traditional plough-based system is better suited to unfavourable conditions, enabling us to get on where modern min-till systems falter.

Peat Fenland is quite forgiving, providing it doesn't get waterlogged and slump, so heavy rainfall needs to get through the soil and into the ditches as soon as possible. It is in years like this that good field drainage pays dividends, and money invested in drainage pipe, jetting and ditch maintenance is wisely spent.

Dodging the showers, we somehow managed to plant all the winter wheat we had planned, and even managed to get the pre-emergence herbicide spray applied in good conditions, all without getting stuck.

Having small and light machines helped us immensely. As usual, our MF 3085 was on the four-furrow plough and our dual wheel-equipped MF 690 was treading lightly on top. Drilling was done with a 4m Accord DL on our MF 4235, while the MF 6265 we use for spraying was riding well on its oversize rear tyres.

The total combined age of these four tractors is 96 years but, critically, none weigh more than 4500kg, and that's what matters in a wet year on soft soil. Newer equivalent tractors are much heavier.

It's much the same with our elderly implements. They are simple and light and the results speak for themselves: we have crops in the ground, with good emergence and no puddles. Adverse weather conditions are annoying, but still manageable.

Looking ahead, we are wondering how we are going to manage with so many sprays being withdrawn from sale without a credible alternative being in place. Almost every week we learn of something else that has been banned. When is it going to stop?

Recently we've had to decide how much sugar beet herbicide we will need in the spring, because one of the key weed killers is being withdrawn from sale in January, after which we'll have six months to use what we have. We can buy it early and use it in the spring, but we won't be able to buy it in the spring when we need it. I can see this withdrawal being the straw that breaks the camel's back for beet growers. At today's low price, the crop is only economic if a high yield can be achieved, and you won't do that in a weedy field.

I'm looking forward to the warmer, brighter days of spring. After a couple of months in the workshop, it will be nice to get back out in the fields.



Joe Dunstan farms 500 acres at Mabe in Cornwall with his father Paul and uncles Michael and Brian. The mixed farm enterprise includes a herd of 130 pedigree Charolais cattle and 200 acres of cereals. The family carry out general contracting, supply hay and straw and run a groundwork and plant hire business.

TIDY-UP TIME FOR 7810

Under normal circumstances, in my first Farm View of the year I would be telling you how well autumn drilling had gone and how the crops are looking halfway through the winter. Well, as you may have guessed, in common with most other farmers with arable crops we got very little in the ground before Christmas.

However, I can't complain too much, as unlike our farming counterparts in other parts of the country, our fields have at least remained above water. Even so, 90 per cent of my winter oilseed rape has succumbed to the sodden conditions, with only one solitary field looking like it will pull through. All is not lost, however, as our good old John Deere 7810 has been busy over the Christmas and New Year period, firstly ploughing with our five-furrow Kverneland and then drilling with a KRM Optidrill.

Admittedly, my full min-till establishment plans for this year have gone totally out of the window, and I've had to reach for the plough again, which has given the older generations a good excuse to give me a bit of 'I told you so'. Thankfully, everything I have drilled recently has established well and is looking well, despite the downpours, and hopefully all my cereals will be drilled by mid-January.

Plans for a replacement tractor have come to a halt. Lower than expected yields from last year's crops, coupled with uncertain prospects for the coming harvest, have resulted in the brakes being put on any replacement plans, at least for the time being. Actually, I'm quite glad I'm not locked into several years of finance payments.

Instead, we have decided to give our 7810 a tidy-up. After the drilling is completed, it will be heading to our local dealer for some attention to some oil leaks and a few other issues that we put on the back-burner while waiting for a convenient lull.

The 7810 is also getting some new tyres. The rears have developed some nasty sidewall bulges and are giving a bumpy ride on the road. Some new BKT VF tyres and fresh paint on the rims will improve both the look and ride of our modern classic John Deere.

Throughout the farm we have been moving to less labour intensive systems and calling in favours/part-time workers when required. However, given the sheer amount of work in front of us, we have had to bring in more help.

So we now have Mark, our bandanna-wearing, coffee-sipping, cow man. Mark's background is in dairy farming, but he has worked for us on and off for many years, usually driving a lorry in between milking. A true cow man at heart, he is happiest when up to his knees in dung, but he can turn his hand to anything really, and although he won't admit it, he is a good tractor pilot. He has a great sense of humour and keeps us all entertained throughout the day, which is just as well because we are always giving him grief about leaving his cab in a mess. Once a dairy farmer, always a dairy farmer.



Garth Wilkin and his son farm over 200 acres at Portmuck, Islandmagee, a peninsula on the east coast of Co. Antrim in Northern Ireland. The family milk 140 cows and use MF, New Holland and JCB machines.

NEW BLUE IS BIG NEWS

The big news is we have bought a new tractor. Now that's not something that happens very often here – in fact, the last new tractor we got was our good old Case-IH 1594 back in 1986. The latest arrival, supplied by Kennedys of Ballymena, is a New Holland T7.210.

We took delivery 10 days before my No.1 daughter's wedding, and as she wanted it to appear in some of the photos we were not allowed to use it before the big day. That was just as well, because straight after the wedding the lay-flat hose attached to the top of the slurry pump sprung a leak and covered the cab and most of the bonnet with brown stuff. You couldn't make it up!

Because of hedging commitments with our New Holland 8360 and new-to-us McConnell 55E Hy-reach trimmer I've only sat in the T7 once, when my No.1 son was demonstrating its acceleration capabilities. It appears lively and feels handier around the yard than the previous John Deere 7530, especially with the feeder, but I'm not going to start running down the Deere as there are horses for courses.

Mowing and slurry will be two of its main jobs, as we seem to be trying to move more and more slurry in a shorter space of time. Our big Kverneland plough will provide its sternest test, and we might need a bigger weight for the front end. The one-piece doors appear well attached, but a serious gale might dispel any myths here, and so far the AdBlue hasn't been a nuisance. The three-year warranty is a major plus point and that's what really made my mind up.

The newly-acquired McConnell hedger has impressed us with its generous reach and the way it handles tough growth. The electric controls took a bit of getting used to, but they are more user friendly than the levers on the old Bomford. I never realised how much effort went into operating the Bomford until we got this machine. I am definitely now doing fewer trips up and down the hedges.

Islandmagee is a great place to grow grass, but it also seems to suit hawthorns and briars, and anything not cut for a year or two soon gets out of control. The briars are the worst as the sheep (which are not even mine!) take great delight in getting stuck in them.

A problem with our dry cow diet has forced us to rethink our silage-making policy, and so we plan to let 30 acres of our second cut grass mature for longer than normal and bale it as haylage. I sold our old Lely Lotus and can't justify another machine, so a neighbour will do the tedding.

Whole-crop may have to make a comeback as well, but this time we'll try and work with winter wheat rather than spring cereals to get the extra grain. Anyway, a bit of variety doesn't do any harm as pure grassland-based farming can be a bit boring sometimes. A couple of years in cereals does the ground the world of good and helps with the weed control.

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Our experts respond to readers' technical queries.



TIP OF THE MONTH

Aid to starting in cold

Now is the time when cold start devices on tractor diesel engines come into their own, notes Alan Kellett. On inline fuel injection pumps they take the form of a press-in button which allows additional rack movement resulting in excess fuel being injected and hence easier starting. To activate, simply depress the button before cranking. Once started, the button will automatically return to the home position.

On rotary pumps the cold start takes the form of an inverted 'T' screw, which retards the spill point, or dynamic injection timing, resulting in injected fuel mixing with hotter than normal compressed air. This increased air temp assists combustion and hence easier starting.

To activate the rotary pump cold start, rotate the T screw one half turn in before cranking the engine. Once started, manually unscrew it back out the same half turn.

These simple procedures should greatly assist engine starting, without recourse to any ether-based spray.

Range of trailer parts

Trailer safety is something that's always in the news and we recently highlighted a report (CLASSIC TRACTOR October 2019) from the Department for Transport showing that many trailers fall short of roadworthiness requirements.

To assist with trailer maintenance, parts specialist Vapormatic has recently expanded its range of trailer parts. As a result, its new online catalogue now lists more than 300 items, including drawbar parts (ring hitches, jacks and shoes) and braking system components (handbrakes, hydraulic valves, brake shoes, air brake hoses, couplings and rams kits and air/hydraulic brake chambers).

There is also a wide range of electrical items including plugs, cable, lights of all types and light boards. Axle parts include bearing kits and wheel nuts, and there are also reversing camera systems too.

The trailer parts catalogue can be viewed online at www.vapormatic.co.uk/ecatalogues/TR00001 or contact your local Vapormatic stockist for more information.



Cladding for MF cabs

Replacement PVC cladding for the safety cabs fitted by Massey Ferguson to its popular 100 Series tractors, circa 1970-1976, is now available from Cab Parts Interiors Limited.

The cladding on these tractors was originally manufactured by Sirocco. Considering that safety cabs with this cladding first began to appear 50 years ago, it isn't surprising that the original material on many tractors has cracked, perished and generally become very tatty over the intervening years. The cladding came in sections (roof top cover, left- and right-hand side screens, rear screen, top bonnet surround with and without engine duct, and left- and right-hand door covers), all of which are now available from Cabs Parts Interiors.

According to Matthew Dickinson, who established his cab parts business, based at Crickhowell in Powys, in 2018, there has been a lot of interest in the company's new MF 100 Series cab cladding. To celebrate the launch, he is offering a 10% discount on the new cladding until March.

For more information, visit www.cabpartsinteriors.co.uk or call 01873 811631.

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■ OTHER SERVICING

■ **ALL THE LUBRICATION** points were greased, with care being taken to give the rear wheel bearings just three pumps of grease; any more would have risked damaging the rear axle seals. Greasing the front axle also highlighted a lot of wear in the track rod ends; the replacement of these will be covered in a future article.

During a normal service of this nature the wheel nuts would also be checked and tightened, however, as we had other jobs to do on the tractor which may involve removing the wheels, the nuts were left on this occasion.

A thorough service usually includes checking all the electrical equipment, but we already knew of a few issues and again will cover them in a future issue. We also quickly checked the brakes and clutch during the service and found them to be working correctly, however, as this tractor hasn't done any serious work for a while, we shall give it a work-out and then adjust the brakes and clutch, as required.

Carrying out a full service

In the latest instalment of our occasional series on overhauling and tidying-up a worn, high-hour 1984 John Deere 2040S X-E, agricultural engineer Stephen Davies explains how he gave the tractor a full service and carried out some running repairs.

WHEN ATTENTION turned to carrying out a full service of this 1984 John Deere 2040S, the first job was to give it a good steam clean. There was a lot of dirt and muck stuck in difficult places, especially hidden behind the panels, and if the tractor had been serviced with the dirt left in place, then there was the risk of it entering the engine during servicing.

Cleaning the tractor also meant it would be much easier identifying and locating small oil leaks. To clean the engine properly the loader was removed, followed by the bonnet and panels. After a good steam clean, the engine was soaked with a degreaser and washed again. At this point it was noticed that the oil cooler pipes had been leaking slightly and had soaked the radiator in oil, allowing dirt to stick to it.

The radiator was given a good clean to ensure the fins were clean. The tractor was then started and run for

20 minutes to get the engine and transmission oil to warm up to operating temperature.

The first job that was done was to replace the engine oil and filter. The seal on the new filter was coated with oil before it was screwed-on and tightened by hand, then the engine was re-filled using new John Deere engine oil.

A single fuel filter is located on the right side of the engine and is held in place with a metal clip. A new filter was fitted, taking care to align the glass filter case correctly with the ridges on the outside of the filter housing. Once the metal clip over the fuel filter was refitted, the process of bleeding the fuel system could begin. The first bleed screw is located on the top right of the filter housing; the screw was loosened and the lift pump was pumped until air-free fuel came out of the screw. Then two screws on the fuel injection pump were removed and the lift pump was pumped again until air-free fuel was coming from the bleed screws.

Attention then turned to the air filter, where it was found that the housing was full of muck and dirt. The cause of the muck and dirt was from the leaking oil cooler hoses, as previously identified. The air filter housing was removed and cleaned in a parts washer, then refitted along with a new inner and outer air filter. The outer cap/cover from the air filter was also missing so a second-hand one was sourced from Nick Young Tractor Parts of Market Rasen, Lincs. The three flexible oil pipes were then replaced to prevent any further oil leaks taking place. Two small plastic leak-off pipes were

also replaced, again to prevent/eliminate oil leaks.

The strength of the antifreeze was checked, and the radiator hoses were also inspected for leaks. A broken hose clip was found and replaced with a new jubilee clip. The fan belt tension was checked and the belt tightened by undoing the alternator bolts and re-setting the alternator with a pry bar before retightening the bolts.

Now it was time to turn to the rear axle and transmission, which on John Deere tractors of this age share their oil with the hydraulic system. The first job was to remove two drain plugs from under the tractor, one from under the right lift arm and one from the centre of the transmission. As the transmission was draining the main hydraulic filter was removed and the filter was replaced. A new O-ring was fitted to the filter housing before installing it carefully, taking care not to pinch the O-ring, which is easily done.

A gauze filter from the side of the transmission, next to the hydraulic filter, was then removed. This gauze filter can be re-used so it was cleaned carefully in a parts cleaner before it was refitted. The two sump plugs were then re-fitted and the system was re-filled with oil via the oil filler at the back of the tractor under the cab. Genuine John Deere transmission oil was used as this is designed to work with the transmission and will help to preserve its life.

Our John Deere 2040S project tractor is now fully serviced, but there's still a fairly long list of jobs that need doing. More on that soon.



Front loader is removed

1 The first job was to remove the loader, allowing much better access to the engine. To remove the Quicke E 2300 loader we disconnected the hydraulic hoses via the quick-release couplings and took out the pins from each side of the loader frame. The loader assembly then slid off the brackets onto its stand.



Taking off engine panels

2 There was lots of dirt hidden behind the panels, so they were removed so the tractor could be thoroughly steam cleaned. The top of the side panels were pulled out and unhooked from the springs that hold them in place. The four nuts that hold the bonnet down were unfastened and the bonnet was lifted off.



Steam cleaner shifts dirt

3 Giving the John Deere a really good steam clean would allow us to check for any small leaks coming from the oil cooler, mounted near the top of the radiator, and also check for diesel leaks. After the initial steam clean, the tractor was soaked in degreaser and then washed again to remove all the dirt.



Engine oil is drained out

4 The tractor was run for 20 minutes to warm it up, which meant the transmission and engine oil became hot. Hot oil flows faster which in turn would mean the old oil would drain more quickly from the engine and transmission. We drained the engine oil first and let it drain out as we changed the engine oil filter.



Filter housing is cleaned

5 After the engine oil filter had been removed, the filter housing was given a clean with a rag to make sure no dirt had fallen in as the filter was removed. The new filter was fitted, but only once the O-ring on the filter had been coated in clean oil. We then re-fitted the sump plug and re-filled with clean oil.



Old fuel filter taken off

6 With the engine oil replenished, attention turned to the fuel filter. A metal clip holds the glass filter to the housing; this clip was pushed and a screwdriver flicked the end up, allowing removal. The three O-rings on the new filter were coated with oil before fitting, taking care to align the filter correctly.



Time to bleed the system

7 Once the filter had been replaced the fuel system needed bleeding. Firstly, we loosened the bleed screw on the top right-hand side of the housing, then the lift pump was pumped until air-free fuel came out of the bleed screw, which was then tightened. The lift pump is located by the side of the oil filter.



Where to bleed on pump

8 Next, the two bleed screws on the fuel pump were removed. The lift pump was pumped until air-free fuel came out, then the lower bleed screw was re-fitted and tightened first, followed by the second screw. If the lift pump doesn't appear to work, spin the engine over slightly, which moves the internal cam.



Slack fan belt is adjusted

9 The fan belt was checked for cuts/frayed edges. It was in good shape so we checked the tension; as a rule of thumb, for every 12in length of belt you should be able to move the belt 1in from one side to another. Our belt was slack, so we undid the bolts and slid the alternator along its slide to tension the belt.



Gentle clean for radiator

10 The radiator was soaked in oil and coated in dirt, so it was washed using a pressure washer at low strength. This removed the dirt, but didn't damage or bend the fins on the radiator. The source of the oil leak would need to be found otherwise the radiator would attract dust again and then block quickly.



Leak leads to dirt in filter

13 The oil leak from the oil cooler hose had soaked the radiator and caused the air cleaner, which was missing its end cap, to become blocked with dirt. The complete air cleaner housing was removed and cleaned using a parts washer to get rid of all the dirt that was inside it. The housing was then re-fitted.



Anti-freeze strength test

16 The strength of the anti-freeze was checked using a tester. Genuine John Deere coolant should ideally be used as it has special properties, although a standard ethylene glycol antifreeze will also do. The radiator hoses were checked for any cuts, damage or leaks, and a broken hose clip was replaced.



Oil leak source identified

11 The oil leak was traced to the oil cooler and reservoir pipes. The large rubber pipe that joins the oil cooler to the oil reservoir had gone hard and wasn't sealing properly. Two further pipes, forming part of the cooling system, had also gone hard so we replaced these pipes and fitted new jubilee clips.



Fitment of new air filter

14 The air filter housing had lost its end cap and had been fitted with just an outer air filter, causing oil and dirt to build up inside. A new inner air filter was fitted along with a new outer air filter. A second-hand end cap was fitted to prevent any oil entering the filter, should a leak occur in the future.



Hydraulic oil drained out

17 The rear transmission and hydraulic system share the same oil. The oil was drained out from under the transmission: one drain plug is located under the transmission and a second under the right-hand lift arm. If the oil is hot, it will drain much faster. Note the hydraulic oil filter housing, foreground.



Replacing two old pipes

12 At the top of the reservoir a leak pipe from the hydraulic pump joins another leak-off pipe to the transmission. The pipe to the transmission had rubbed in several places. The second leak-off pipe from the pump had been replaced with a non-genuine pipe. This had started to perish, so both were replaced.



Checking the heater plug

15 It wasn't clear if the thermostat heater plug was working, so the air pipe that joins to the inlet manifold was removed so the heater plug could be seen. The starter switch was turned anti-clockwise to switch on the heater plug, which glowed after approximately 10 seconds. The plug was working properly.



New hydraulic filter fitted

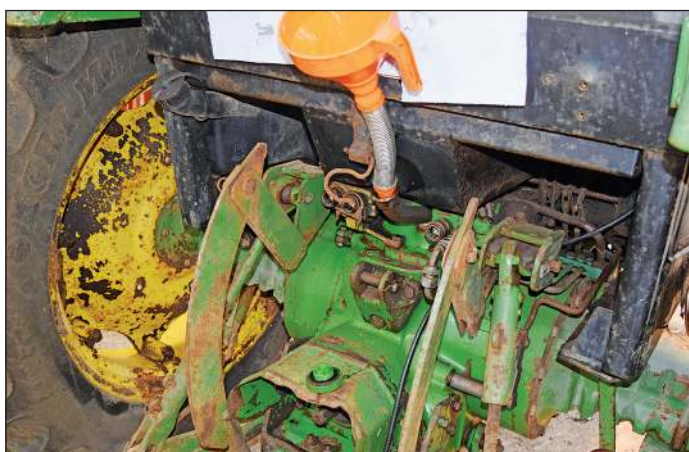
18 This hydraulic filter housing is also acting as a return for the loader valve block. The pipe was removed and the bolt in the centre of the housing was un-screwed. The housing was then checked for dirt. A new O-ring was fitted to the top of the housing, followed by a new filter, then the housing went back on.



Gauze filter gets cleaned

19

There is a horizontal gauze filter in the bottom of the gearbox, next to the main filter. A half-inch breaker bar was used to remove the plug. The filter, once extracted, was cleaned in a parts washer. It is worth checking it for any pieces of metal which could indicate a bearing, gear or thrust washer failure.



System receives new oil

20

The cleaned gauze filter was re-fitted, along with the plug and both drain plugs, and the back-end was re-filled with new JD transmission oil. The engine was started and run for several minutes, it was stopped and the oil levels were checked. And that was it, the full service of this Deere was now complete.



WHAT YOU NEED



Parts required

- INNER AIR FILTER
- OUTER AIR FILTER
- TRANSMISSION OIL FILTER
- FUEL FILTER
- ENGINE OIL FILTER
- ENGINE OIL 10 litres
- TRANSMISSION OIL 25-litre drums x 3

Tools needed

- SOCKET SET
- STANDARD TOOLS Pliers, hammer, screwdrivers, etc.
- SPANNERS Imperial and metric
- FILTER STRAP
- FILTER WRENCH
- PARTS CLEANER
- DRAIN TUB
- FUNNELS
- POURING JUG
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MF part no. 3384 098M2£56.00
- **SEAL (OUTER, CENTRE BEAM)**
MF part no. 3429 001X1£23.30
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Problem with worn splines

When the front axle trunnion pin on a four-wheel drive Massey Ferguson 3000 and 3600 Series tractor becomes worn it causes the drive to the axle to become misaligned, exacerbating the wear on the splines of the axle pinion shaft.

Agricultural engineer David Perrin provides a detailed account of how he dealt with this common problem on a 1991 MF 3095 owned by one of his customers.

IT STARTED with a phone call from one of my customers. "There's a 'clonking' noise coming from the front axle on my Massey Ferguson 3095," he explained. "It sounds like a universal joint. I've had them done on one side of the axle. Can you come and have a look at it and fix it?"

When I went to take a look, the universal joints had clearly been replaced on one side. When the other wheel was jacked-up, there was no sign of play, only the brown rust staining that normally accompanies a failed dry joint. However, upon turning the wheel, another more serious problem came to light: the front axle pinion shaft turned, as to be expected, but the main driveshaft running underneath the tractor didn't move.

This pointed to significant wear and the failure of the splined shaft couplings, which isn't uncommon on these models. After removing the prop shaft guard and retaining nail, the coupling was slid rearwards and the extent of the damage to the pinion shaft was revealed. The pinion splines were non-existent and were providing absolutely no drive to the axle.

An approximate cost for the job was drawn up using all genuine MF parts and another using non-genuine and, if possible, used parts. The latter would have to be in first class condition and priced to reflect their used condition. However, in the absence of

second-hand parts, there was no option but to use new ones.

The MF 3095 weighs a hefty 4.4t in four-wheel drive guise and all its main components are very heavy, so precautions had to be taken to ensure safe lifting and handling during all stages of this axle repair job.

The front axle would have to be removed to carry out the repair. Removal of the front trunnion bracket, to enable the axle to be wheeled out, would require the removal of the front belly weight, which itself would require the stripping of components around the front axle casting.

A far more suitable option was to support the tractor on heavy stands with one under the gearbox and one under the front of the sump. A 2t engine hoist was then positioned with a lifting beam (previously made for removing engines) connected to two lifting slings attached to the outer reaches of the axle. Once the wheels had been removed and the trunnion brackets and hoses disconnected, the axle was lowered to rest on the legs of the engine hoist for withdrawal. Removal of the front axle was carried out without a hitch on a smooth concrete floor on the farm, allowing the axle to be transported to the workshop for the repair to progress, as explained in the following sequence of photographs.



Axle is safely supported

- 1** Given the weight of the whole assembly and individual components, it was vital to carry out the work safely. After jacking-up and supporting the chassis, the front wheels could be removed followed by the axle assembly. This was suspended with slings on a lifting beam previously made for engine removal.



How axle is held in place

- 2** The front axle is held by two trunnion brackets with four bolts in each. The workshop manual suggests removing the belly weight and wheeling the axle forward. This would require further stripping to firstly remove the belly weight, so it was simpler to remove the trunnion brackets and drop the axle out.



Support under the sump

3 The chassis of the tractor was supported at the front of the sump using a tall, heavy-duty wheeled trolley stand fabricated some years ago, together with a smaller stand under the front of the gearbox. As an additional safety measure, a 7.5t conventional stand was fitted under the front weight carrier.



Frame holds axle safely

4 A wooden frame was constructed from surplus timber to support the axle safely and allow full and easy access to the hubs and differential. A cut-out was made in order to drain the centre housing oil. However, nearly all of the oil had already leaked out either past the pinion seal or outer half-shaft seals.



Splines have worn away

5 Severe wear in the pinion shaft splines meant a new (and expensive) crown-wheel and pinion, driveshaft and couplings were required. Two different ratio sets could be fitted – 11x45 or 9x37 – these figures being the number of teeth on the pinion and crown wheel. The 11x45 was identified on the pinion end.



Tool is used to pull pins

6 A simple pulling tool was used to remove the swivel pins which were very tight and needed some heat. It was made with a length of 25mm studding with a nut welded to a bolt head to suit the swivel pin thread size, a suitable tube to fit over the bearing ring and a drilled bridge bar to fit across the tube end.



Homemade peg spanner

7 A replica MF peg spanner was made and used to remove and refit the diff retaining nuts. A 350mm length of 25mm x 6mm flat black bar was used with pegs made from M8 bolts tacked in place centrally at 13mm and 87mm from one end. The bolts were then cut to give a peg protrusion length of 9mm.



Parts of the pinion shaft

8 Component parts of the pinion shaft, from left. 1: Pinion lock nut requiring a 'C' spanner to remove and refit. 2: Oil seal sleeve with compression seal in place. 3: Oil seal. 4: Sleeve O-ring. 5: Drive-end bearing. 6: Shims to set the correct depth of engagement of pinion in crown wheel. 7: Driven-end bearing.



Testing time for diff lock

9 There is a test procedure for the differential lock mechanism. Compressed air at a pressure of 5 bar was applied to activate the outer half of the dog clutch against its disengagement spring. The pressure was then reduced to 0.3bar. A period of one minute (minimum) elapsed without any disengagement observed.



Checking bearing depth

10 The + or - measurement inscribed on the pinion face formed part of the calculation for the depth of the bearing cone below the housing face. It was measured without shims under the bearing. With the pinion figure and appropriate shims, MF 3050-3115 models should show 118mm, and 135mm for MF 3125-3140.



Weight preloads bearing

11 The pinion bearings must be pre-loaded. With no suitable torque wrench to read a rotational torque of 2.5-3.5Nm, cord was wrapped around the shaft and a weight attached to it to give a consistent torque. Accompanied by hand testing, the lock nut was tightened until the heavy clamp would only just drop.



All end float is removed

12 A dial-test indicator was used to check the differential end float and backlash between the crown wheel and pinion teeth. The differential nut was tightened to remove all end float, plus a further three notches to pre-load. Depending on axle type, the backlash reading, adjusted by shims, should be 0.10-0.22mm.



Precautions for the UJs

15 As a precaution, new bushes and seals were fitted to both sides of the hub universal joints at the centre beam outer and swivel hub inner. The old seals were prised out and bushes closed in using a small chisel or ground down punch. They can be re-fitted using a purpose-made tool or appropriate socket.



Sleeve put on worn shaft

18 There was wear on the seal contact area of the left-hand half-shaft. It was repaired with a Speedi-sleeve from bearing maker SKF, fitted over the contact point. The sleeve was warmed slightly and tapped into place using a tube. The flange was peeled away and sharp edges were smoothed with emery tape.



Trunnion pin gets rebuilt

13 The front trunnion pin, which forms part of the centre housing, was severely worn and caused misalignment of the axle, which exacerbated pinion wear. The pin was built up with weld and carefully ground back to round using an angle grinder and sanding disc. The fit of the new bush was checked regularly.



Joint cannot be greased

16 Most tractors use single or double universal joint arrangements in the front axle hubs. On many, other than dismantling, there is no way of lubricating the joints, as they are sealed for life. The presence of a split seal and rust suggest that this dry joint had failed and therefore needed some attention.



Pin areas get good clean

19 Before refitting the swivel pins in the centre beam and swivel bearings in the hubs, the contact points were thoroughly cleaned with rotary wire brushes. Both ends of the swivel pins were cleaned in the lathe by polishing with fine emery. All areas were also checked for any burring which, if found, was removed.



New bushes on trunnion

14 The split bushes in the front and rear axle trunnions were removed by driving a small chisel under one side beside the join to lift it, and then closed in for easy removal. New bushes can be fitted in either a vice or press, while the rear bush and O-ring can also be pulled in with a rod puller and bridge pieces.



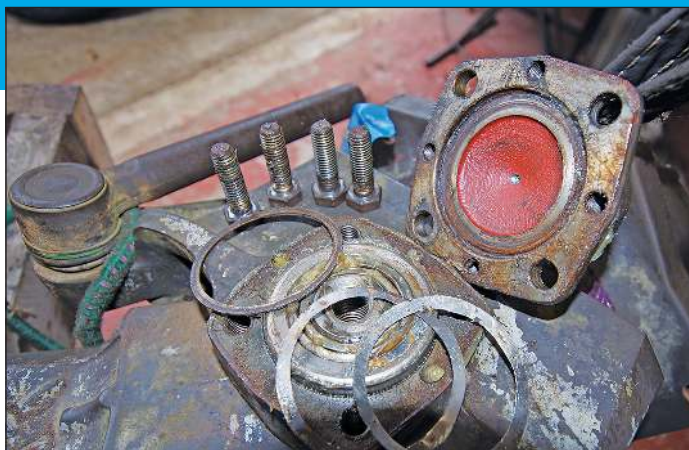
Clamp assists assembly

17 It is quite straightforward to assemble single UJs using the hand-held and soft hammer method, but double joints require greater dexterity. This clamp was made to push the caps in under greater control and reduce the risk of needles dislodging in the cap. Always ensure the circlips are fully seated.



Hub is aligned with beam

20 The half-shaft was fitted to each hub and the circlip, gear and covers re-fitted with a coating of Wellseal. An engine hoist was used to align the hub and centre beam to prevent the inner shaft causing damage to the seals as the wheel flange was turned slowly to engage the splines within the differential.



Shims for swivel bearing

21

Swivel housing adjustment relies on shims between the bearing ring and the upper swivel cap. A dial-test indicator can be used and shims added or removed until there is no end-float or pre-load present. Then a further 0.3mm was added to provide bearing pre-load. The cap bolts were tightened to 91-112Nm.



Grease nipples are fitted

22

To prolong the life of the new and re-used swivel bearings, the upper swivel caps were drilled and tapped to fit grease nipples. Then the housing was pumped with grease until a slight resistance was felt. Over-greasing may cause the seals located on the shoulder of the swivel pins to split or dislodge.



Stud threads get a clean

23

On removal, most of the wheel studs had come out with the wheel nuts. It is essential that the nuts are removed and the threads cleaned before refitting. The studs were refitted by tightening two nuts on each stud temporarily and then ensuring that they fitted fully. They were tightened to 250-300Nm.

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Ask the Experts

Got a technical problem or query? **CLASSIC TRACTOR** and its panel of experts are here to help. Drop us a line by e-mail or letter and we'll do our best to answer your technical questions through the magazine.



IH 785XL

Q I am having a problem with the cooling system on my IH 785. Basically, the coolant doesn't circulate: the bottom hose remains cold, despite the fitment of a new water pump, radiator and thermostat. When the tractor is being used the top hose and top of the radiator become very hot and I am worried about causing damage to the engine which has been overhauled recently. I have flushed out the system with water and removed the thermostat, but the problem still remains.

■ **John Dineen, Limerick, Ireland.**

A You have flushed the system, but also take out the brass bung above the starter motor and flush it out from there with a pressure washer; keep doing this until the water runs clean in both directions.

If it is a new radiator or a refurbished one, take off the bottom hose and pour water in the top as quickly as you can; this water should obviously run out the bottom almost as quickly. It has been known for plastic bungs to be left in the radiator and the hoses attached over the top of them!

We have no magic answer for this one. Essentially the bottom hose should remain much cooler than the top hose anyway. The main problem is usually when an old radiator becomes blocked internally.

ASK THE EXPERTS

■ We regret that we can't respond to readers' enquiries directly by e-mail or letter, but we will attempt to answer as many questions as we can through the 'Ask the Experts' section in the magazine. The advice of our experts is given in good faith. Photos (preferably good quality digital images of 500kb or more) are particularly helpful and can be e-mailed to: asktheexperts@sundialmagazines.co.uk

JOHN DEERE 2850



Q Please can you help with a PTO modulation problem I am having on my John Deere 2850? I have recently had occasion to use this tractor on my new big bale straw chopper. The PTO engagement seems fierce when engaging the loaded chopper and I would appreciate advice on whether this engagement can be made less abrupt. All suggestions are appreciated.

■ **Jim Symons, Holsworthy, Devon.**

A This symptom was recognised at John Deere factory level and a modified PTO stack pipe was made available for applications such as you describe, via the usual parts channels. The modified pipe had a 30-thou orifice which reduced the flow to the PTO clutch, thereby giving greater start-up modulation.

This modified pipe is available from your local dealer. The pipe, which is located under the shift cover (it is the second pipe from the offside/the right), is best installed by an experienced technician. It should take about 2-3 hours. This mod should solve your problem.

CASE-IH MAXXUM MX135



Q The creep speed on our Case IH Maxxum MX135 Extra will engage normally, but it will not disengage without stopping the engine. In fact, the

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■ **ASK THE EXPERTS, CLASSIC TRACTOR,** Sundial Magazines, 17 Wickham Road, Beckenham, Kent BR3 5JS.

lever will sometimes slide easily back out of creep as soon as the key is turned and the engine is starting to stop. It makes no difference whether the main gear lever (or the shuttle) is in neutral or not. Why is this? Over the years we have asked many Case IH dealer technicians, but no-one has ever come up with an answer. You can imagine what a frustrating nuisance this is when doing slower speed jobs such as hedge cutting.

■ **Patrick Palmer, Martock, Somerset.**

A This is a common complaint on all Maxxum MX-derived tractors with the creep transmission. One of our technician experts reports having attended many tractors that won't drive because they have just come out of creep gear.

The only way to get the tractor back into the normal gear pattern is to lightly push on the creep speed lever and then turn the engine off; just as the engine rocks to a stop the transmission will drop back into the normal gear. This usually works without fail, and it's the only way to do it. This scenario is thought to be due to the drag and torque on the gears that won't let it back into the normal gears until the engine is just about to stop or rattling to a standstill.

IH 574 HYDRO



Q My IH 574 Hydro has lost its drive. All its other functions, including the PTO, hydraulic lift, power steering and oil cooler (good flow) are operating ▶

normally. Do you have an operator's manual for the above or can you offer any advice on what I need to do next?

■ R. Atkinson, Stanley, Co. Durham.

A Issues with IH Hydro transmissions are extremely difficult to diagnose and fix, and certainly not something for the layman!

A quick and easy check is the foot-and-inch valve spring; this is the valve connected to the foot-and-inch (clutch) pedal linkage on the left-hand side near the clutch pedal.

The spring in this valve is essentially the HPRV spring and they do break. When this happens you lose drive instantly.

Failing that, if the tractor has lost drive in both directions you really have to start testing pressures, especially charge pressure and charge flow. If the charge flow is very low it indicates internal leakage past the piston slippers, and this is usually deemed beyond economical repair.

For operator's manuals for the IH 574 Hydro, visit Tractor Publications (www.tractormanuals.co.uk) Agri Manuals (www.agrimanuals.com) or Japonica Press (www.classictractors.co.uk)

DAVID BROWN 885



Q Please can you give me some advice relating to driving a saw bench with a David Brown 885. I have until recently been sawing logs using a flat belt-driven saw bench powered by a Fordson Major equipped with a mid-mounted pulley assembly. I have recently acquired a David Brown 885 which I plan to use on the saw bench. However there doesn't seem to be any take-off point for a belt pulley. Could you advise if there is a pulley assembly available for the David Brown 885 and if so, where does it locate on the tractor?

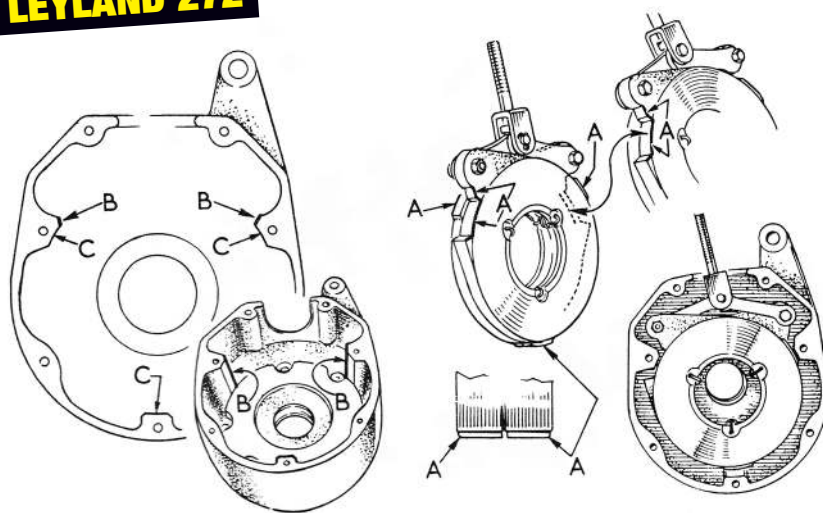
■ Arthur Chiles, Bury, Lancashire.

A If you can find one, a pulley assembly for a David Brown 885 does exist. It is a self-contained unit which fits over the PTO shaft and is secured to the housing by four extra long bolts.

It was manufactured by David Brown and was a quick detach design, so as to permit speedy transition from belt to PTO work.

Although not many of these belt pulley assemblies were sold, they proved oil tight and reliable, provided the oil was changed regularly.

LEYLAND 272



Brake issues need addressing

Q I have recently purchased a 1977 Leyland 272 fitted with a 10-speed transmission and a quiet cab. Pressing the brake pedals requires a lot of effort, and even when the brakes do engage they lock up completely. I don't want to overhaul the braking system, but this problem needs to be addressed soon. Any idea what could be causing this? Also, on a different tangent, my tractor is fitted with a Simms MiniMec fuel injection pump. I know this type of fuel pump was not original equipment so I am considering replacing it with an original pump. Is this necessary or will my tractor run fine with the Simms pump?

■ Matthew Murray, Co. Donegal.

A From the symptoms described it sounds as though the flexible brake hoses have failed. These hoses have a useful life of no more than a few years. The internal lining breaks down, preventing the fluid from flowing to or from the brakes. This could be your problem.

It would be worthwhile renewing the hoses before dismantling the brakes. Use new 'DOT 4' brake fluid when bleeding the brakes. To reduce the risk of future problems the brake fluid should be changed every two years. Brake fluid is hygroscopic, which means it absorbs water from any source, even through the walls of the hose.

You say you don't want to overhaul the brakes, but if the above hose replacement doesn't work and you want your brakes to work correctly you really don't have a choice. The brake discs may be badly worn; this allows the balls in the expanders to travel to the top of their ramps where they become jammed. It is very likely that you have had to reverse the tractor to free the brakes off.

To overhaul them you will need to remove the brake covers, disconnect the operating linkage and remove the discs and expanders. This sounds easy but is a bit of a fiddle due to the proximity of the cab next to the brake covers and the cab floor. Some owners find it easier to remove the cab, again not the easiest of tasks, so you need good lifting equipment. The brakes will be full of dust

which, if the discs are original, may contain asbestos, so take extreme care and precautions, and wear a face mask.

Once you have removed the brake assemblies, new or relined friction discs can be fitted. Provided the expanders are not too badly worn they can be re-used, but you must remove all sharp edges – see picture.

Firstly, file a 1.6mm radius on each plate at points 'A'; then grind or file the abutment faces at points 'B' to a smooth finish; and then check the machined faces ('C') are smooth.

Apply a small quantity of copper grease to the abutment surfaces and re-assemble the brakes. Don't put any lubricant on the balls or ramps in the expanders. Apply a non-setting sealant to the brake covers to prevent water ingress.

Adjust the brakes by chocking the front wheels to prevent the tractor rolling away, then release the hand brake and jack one wheel off the ground. While rotating the wheel, turn the nylock adjusting nut in a clockwise direction until the brake is just applied and the wheel can't be turned. Back off the nut 1.5 turns (9 flats), and then repeat the procedure for the other brake.

Regarding your injection pump, the Leyland 272 was frequently fitted with a Simms MiniMec fuel pump (it was a sales option) so therefore your tractor will perform as intended and there is no need to replace it. Some owners actually prefer the MiniMec pump over the rotary DPA pump.





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Very nostalgic

The desire to own a four-wheel drive IH 885XL, just like the one he remembered as a child, was behind the purchase of this very tidy 1985 model by a Cornish farmer. Words and pictures by Peter James.

FACTSHEET

- **TRACTOR:** 1985 IH 885XL
- **HOURS:** 7323
- **OWNER:** Peter James
- **LOCATION:** Penzance, Cornwall
- **OCCUPATION:** Farmer (beef & arable)
- **PURCHASED:** December 2019



THE PURCHASE of this IH 885XL was inspired more by nostalgia than a need for another frontline farm tractor, but hopefully it will prove to be a useful and reliable workhorse, whilst bringing back a few fond childhood memories.

Certain memories stay with you for a lifetime. As a child I was always a huge fan of Fiat tractors as my grandfather preferred them and the local dealer always dropped in the latest brochures and posters for me. This all changed in May 1983 when upon arriving home from school a new IH 885XL was parked in our yard. With its shiny red paint, four-wheel drive and plush XL cab, the ex-demo 885XL was so impressive it turned me into an instant IH fan.

Our original A-registered 885XL gave many years of sterling service, completing everything from potato planting, forage harvesting, ploughing and eventually materials handling work after it gained a Trima loader. It was the first four-wheel on our farm, but being a side-drive ZF axle model it was considered a bit clumsy compared to our two-wheel drive IH models. However, the luxury of the XL Control Centre, which was streets ahead of the accommodation offered by the austere L cab, more than made up for this shortcoming.

Fast forward 36 years and the world may have changed but my memories of sunny days sitting on the toolbox in the back of the cab remained vivid. I had always fancied the idea of owning an IH 885XL again, but well-maintained, original tractors were hard to find. Having missed a couple, I finally managed to get hold of a good one via S. R. Haylock. Watching my IH arrive in the yard on a delivery lorry made me feel like I was 11 all over again!

I'm not sure if this is a first or second impression, but I'm sure the IH 885XL has shrunk over the years! It now seems very compact and manoeuvrable.

My 'new' 1985 C-registered tractor has had two careful previous owners and has done around 7300 hours – not many for its age. The paintwork is good (the bonnet has previously had a respray) and more importantly it has very little rust and a nice dry cab. Climbing into the seat is a reminder of simpler days, with levers for

Top right: The seat has been replaced, but the rest of the upholstery inside the XL cab interior is original and in good shape.

Above right: Despite a side-drive axle, the turning angle isn't too bad. Finding a genuine front weight carrier is on the agenda.

everything, including the four-wheel drive. It brought back memories of having a bungee cord wrapped round the engagement lever to stop the four-wheel drive from flying in of its own accord when you stopped sharp on the road or travelled over rough fields!

In-cab electrics are confined to lights, a wiper, blower and a working FM/LW radio cassette. All the lights work, along with the horn. This tractor has certainly been treated with respect and it's a pleasure to own such an original example.

The Torque Amplifier (TA) is still working, which is good. Providing they were not

“ Hopefully, it will prove to be a useful and reliable workhorse, whilst bringing back a few fond childhood memories. ”

used for decelerating when going downhill, the TA systems were very reliable. My machine, having originally come from Lincolnshire, may not have seen many hills.

So far my tractor has shunted a few trailers and emptied a 10.5cu. yard Marshall dung spreader, the latter job being a bit of a struggle, so we didn't attempt a second load.

It is now sitting in the shed waiting for some light spring field work and better weather. I can't wait to open the sunroof and let the memories flood back in. I'm planning to leave it original for now, but will fit an OEM weight frame and a couple of new IH decals on the cab pillars at some point.



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Good looking

It doesn't have particularly low hours (7700), but it's the mint condition of this turbocharged 2001 New Holland TS115 that makes it very special. Words by Sandy Cox; pictures by Alex Tapp.

FACTSHEET

- **TRACTORS:** 2001 New Holland TS115
- **ENGINE:** NH Powerstar 7.5-litre, six-cyl turbo
- **POWER:** 125hp approx
- **HOURS:** 7700
- **LIST PRICE (2001):** £34,969
- **PRICE NOW:** POA



THEY SAY THAT RULES are made to be broken and so we are starting 2020 with that very much in mind as we present this 2001 New Holland TS115 as our Forecourt Find 'pick of the month'.

We usually reserve this page in the magazine for tractors with very low hours. This New Holland has done 7700 hours which, while not low, isn't particularly high either, equating to just a touch over 400 hours each year. But this tractor really ticks the 'Forecourt Find' box with its mint fresh-out-the-box appearance.

The New Holland TS115 is a tractor with a reputation – a good one. We've heard owners describe these modern classics as being among Basildon's best, and despite having a six-cylinder power unit under the bonnet they are surprisingly compact and manoeuvrable, with excellent forward visibility down a sloping bonnet. This one really is a pocket rocket thanks to the fact that the 7.5-litre New Holland Powerstar engine has been equipped with an after-market turbo, as were so many TS115s.

This tractor has spent its life in Devon. It was originally purchased from New Holland dealership Francis Bugler by a dairy farmer in the east of the county, and it then later moved to a farm in south Devon where it was used mainly for hedge trimming and lighter duties. It is now being offered for sale by Alex Tapp of TA Agri Ltd (Tel: 07929 168294), a farm-based used machinery specialist.

The TB Turbo, which was fitted from new, has boosted the power at the flywheel to around 125hp or so. The proven Powerstar engine runs nicely and the turbo certainly gives it a pleasing note and means there's still a bit in reserve in top gear at 40kph.

Launched in 1998, the TS115 was the flagship of the TS Series and, as the successor to the highly popular 7840, it had a lot to live up to. It remained in production until the arrival of the TS-A Series in 2003.

The TS115 was the most popular tractor in the range and underneath the new styling it continued to use many of its predecessor's proven features. Even the spec designations were the same as before (this tractor is the well-equipped SLE version).

Anyone who has operated a 40 Series SLE will feel at home in the cab of the

Top right: The two previous owners looked after the cab interior. All the trim is intact and the seat fabric is in good shape.

Above right: The paintwork on this 7700-hour 2001 New Holland TS115 is far better than many tractors with half its hours and age.

TS115, as the basic frame is the same and the layout of the controls is very similar. As this is an SLE model, the 7.5-litre engine drives through a 16F/16R ElectroShift transmission. The main gear lever has just two positions and powershift buttons on it allow clutchless changes between first and fourth gears and between fifth and eighth. The synchronised high/low lever is used for moving between the field and road speed ranges. The column-mounted shuttle lever gives clutchless changes between forwards and reverse and Alex says that all gear changes on this tractor are easy and smooth.

This TS115 has a full digital dashboard and is equipped with a ground-speed

“The TB Turbo, which was fitted from new, has boosted the power at the flywheel to around 125hp.”

radar and performance monitor to measure work rate and set wheel-slip limits. The linkage controls are electronic, and the diff lock and PTO are operated electro-hydraulically. The well-specified tractor also has four double-acting spool valves.

The cab interior has obviously been well-cared for by the two previous owners. The trim is all intact, the headlining is clean and the fabric on the seat is wearing its hours very well. The same applies to the very bright and original exterior paintwork, making this a very smart tractor indeed.



A small selection of our used machinery



1996 Massey Ferguson 4255 tractor showing just 4,652 hours and fitted with Quicke Q40 loader. This tractor is in good condition for the year and is equipped with pickup hitch, trailer braking and two spools. Tyres around 60%. The cab is clean and is fitted with air-conditioning and radio. Please call for details.



Iseki 3160 compact tractor in exceptional condition, having been well looked after by its owner from new. This tractor has done only 200 hours in its working life. It is a 15.3hp tractor fitted with manual transmission, agricultural tyres, three point linkage, PTO and a ball towing hitch. Give us a call for more details. POA.



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2015 Merlo 50.8CS Telehandler in above average condition and fitted with brand new tyres. Showing 3,025 hours, this machine is fitted with cab suspension, pickup hitch, boom suspension, air-conditioning, trailer braking, radio and air seat. It is also fitted with frame levelling. The machine has been fully checked through by our engineers and will be serviced prior to despatch.



2012 Merlo 32.6 PLUS telehandler, showing 6,237 hours. Fitted with pickup hitch, boom suspension, air conditioning, radio and air seat. This machine is in nice condition and has been fully checked over. It will be serviced prior to despatch.



2009 McCormick C Max 80 tractor in overall excellent condition and showing just 849 hours. This 74hp tractor has clearly been looked after really well by its previous owner. Opening front window and roof glass. This would make a really decent loader tractor (New loader available at extra cost). Please call for more details or to view. POA.

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HEADING TO HOLLAND

Every November, thousands of farm model collectors head for Zwolle in Holland for the Landbouwminiaturen Club Nederland's (L.C.N.) annual show, the largest of its type in Europe. David Pullen reports on the many new models and impressive dioramas that were being displayed at the 2019 event.

A FENDT VARIO 1038 was chosen by the Landbouwminiaturen Club Nederland (L.C.N.) as its 2019 show model. The limited edition (2250 pieces) Fendt proved popular with collectors attending the two-day event at Zwolle, with each day's allocation of 1125 models being sold by noon. This model is based on a Siku tractor, but it incorporates more than 50 additional details. Considering the amount of work involved in producing these models, the cost of €35 seemed great value.

There were lots of new tractor models to be seen around the show. T-Toys launched its new limited edition (500 pieces) resin John Deere 3130 in 1/32-scale (€180) and it was also offering a limited edition run of Massey Ferguson 3095 and 3120 tractors made

by Universal Hobbies. Compared to the standard shelf models produced by UH, these items have wider tyres, additional detailing in the cab interior and a chassis painted in the correct charcoal grey colour. The production run is limited to 1000 of each tractor.

Also on display on the T-Toys stand was the prototype of a resin Volvo BM 800 tractor that is being produced to mark the 10th anniversary of a farm model show held in Celles, Belgium, in January. Only 350 models will be made and any that are unsold after the show will be available from T-Toys at €199.95. The company is also planning to bring out a Massey Ferguson 175 in April (€169.95) and a special edition run of 1000 Fiat Winner F140 models is being produced for the Chartres 2020 show (€59.95 each).

1. Minitrac's John Deere Lanz 100 and 200 tractors proved popular. Just 100 of each have been made and they were all sold before the start of the show.

2. For the second year running, Trino Klingenberg (info@trino.de) produced an accurate 1/87-scale replica of the L. C. N. show tractor. He was selling them for €40, which was €5 more than the 1/32-scale show tractor, and received six orders.

3. One of the highlights for John Deere fans was T-Toys (www.t-toys-nazareth.be) 1/32-scale John Deere 3130. Production of the resin tractor, which sells for €180, is limited to 500 pieces.

4. Legend Models launched its new 1/32-scale Fordson Dextas made by MarGe Models. Licenced by Ford, there are four different models based on tractors built in 1958, 1961, 1962 and 1963. They cost €50 each or €190 for a set of four.



Legend Models launched four 1/32-scale Fordson Dextas and Super Dextas based on tractors built in 1958, 1961, 1962 and 1963. Made by MarGe Models, the Fordsons cost €50 each or you could buy the set for €190 at the show. Legend Models was also displaying the prototype of a trailed Viccon Sprintmaster TH1050 hay rake, again built by MarGe Models, that will cost €65 when available.

Poppema (www.poppemalandbouwminiaturen.nl) revealed that it will be releasing a special edition 1/32-scale Fordson Dexta with Sirocco cab in the summer. There will 400 tractors in orange/blue and 350 in white/blue, with other versions expected to follow. These tractors are being manufactured for Poppema by Universal Hobbies. Speaking of UH, the French model maker has produced a set that celebrates 80 years of Ferguson mechanised farming. It consists of a 1946 Ferguson TE-20 with a newly-tooled Ferguson single-furrow plough and a Ferguson cultivator priced at €70. Only 1000 sets have been made.

Minitrac launched three new classic John Deere tractors at Zwolle, these being a 1962 John Deere-Lanz 100, a 1966 John Deere-Lanz 200 and a 1968 John Deere 200. There were 100 of each of the John Deere-Lanz 100 and 200 tractors available separately, priced at €139. The John Deere 200 was only available in a limited edition boxed set with the other two tractors. Just 50 of these sets have been produced and even at €399 they were sold out before the show opened.

Minitrac also used the Zwolle event to launch a Grimme RH 24-45 Combi potato receiving hopper (€149) and a PZ 135 mower (€135). Only 100 of the Grimme models were available at the show and they sold very quickly. If you want one, give Grimme a try as it has ordered 400 pieces.

As always, anyone who had not pre-ordered Atelier Christian Gouel's latest model before the show was disappointed as all 60 of his new 1/32-scale McCormick IH F8-413 combines had been pre-sold.



For L. C. N. members



A prototype of the Steyr 8090 that MarGe Models is producing for L. C. N. and its members.

THE L. C. N. CLUB was also showing the prototype of a 1/32-scale Steyr 8090 that is to be its 2020 club model, available to members. The tractor, which is made by MarGe Models, has detachable dual rear wheels and will be available in either two- or four-wheel drive format. Club members needed to pre-order it by 31 December 2019. It is expected to cost €110, providing at least 1500 are ordered.

However, he did have some McCormick F6-500 drills available for €150 and some Chassis Crockillettes rolls for €120. PowerTrac Models from Switzerland revealed that it is planning to release a 1/32-scale Aebi Viatruue at Chartres 2020, followed by Hurlimann H488T, Lamborghini 874-90, Same Explorer II 90 and Eicher 2100A tractors at Zwolle 2020. All five of these newly-tooled models will be limited to runs of 250 each.

The highlight on Tyro-Toys' stand was its new Steyr 8320 power unit (€350), which can be equipped with three- or five-row maize headers, a snowblower or a mower, these attachments costing €170-190.



5. Using parts from Universal Hobbies' Massey Ferguson 1080 and 590 tractors, PLM Conversions has created this impressive Massey Ferguson 595 (€230).

6. Albert Nieuwenhuis was selling a selection of special edition gold Ertl and Britains models. Prices ranged from €275 to €7750, the latter for a boxed Plough City John Deere 8010 with plough.

7. Eilbote's new resin 1/32-scale Claas Xerion 2500, first shown at Agritechnica, was proving popular. Only 333 have been made and by the end of the show they had all been sold out.

8. Atelier Christian Gouel has only made 60 of these 1/32-scale McCormick IH F8-413 combines and all of them been pre-sold before the Zwolle show.

9. T-Toys has commissioned ROS to make this special edition Fiat Winner F140 tractor for Chartres 2020. Only 1000 will be made and it is expected to cost €59.95.

10. New from Tyro Toys (www.tyrotoys.de) was a 1980s Steyr 8320 systems tractor. It costs €350 and can be equipped with five different attachments priced at €170-190 each.

11. Apart from the bonnet, everything else on Roel de Weerd's New Holland T7070 pulling tractor (€175) is scratch-built. His pulling sledge, again built from scratch, was available for €305.

12. Hans Sikkema was displaying this very rare obsolete model of a Zetor Super Diesel tractor, original made by Sgorbati and previously owned by an Italian collector.

13. Tractor Connection (www.tractorconnection.nl) commissioned Universal Hobbies to make this Ferguson set, consisting of a 1946 TE-20 tractor, plough and cultivator. Production is limited to 1000 sets priced at an affordable €70 each.

14. The latest addition to MAP's (www.miniagripassion.be) range is a 1/32-scale Welger Delta 5000 square baler. It sells for €250.

15. This Challenger MT 765D, reasonably priced at €80, was part of a range of weathered tractors being offered by Farmscale32 (E-mail: farmscale32@hotmail.com).



Detailed dioramas



Part of a large and highly detailed 1/87-scale diorama created by a group of friends from Germany.

THERE WERE PLENTY of dioramas at the show to inspire those who enjoy this increasingly popular part of the hobby. Displays in 1/87-scale from Dutch and German builders stood out, including one with Lemken equipment and another with small dioramas depicting different eras of farming.

There was also a large diorama showing all the various operations required to grow maize, from planting through to harvesting. Sjonnie Peters had an impressive 1/32-scale diorama with a scratch-built wood chipper as its focal point, while Nils Giorke and Hans Peter Jede had several 1/32-scale remotely-controlled tractors and machines working on their display.



The focal point of Sjonnie Peters' wood processing yard diorama was his scratch-built wood chipper.



Klaas Suk's extensive diorama contained the prototype of AT Collections' new Nooteboom transport trailer, foreground.

Agri-Collection-Association, which is the French farm model club, was displaying the prototype of its new Braud 700 combine and taking orders for delivery at its show in June. The impressive Braud will be priced at €230. Paul Ogier of PO Miniaturbouw was selling a 3D-printed Holaras silage spreader for €80 and a Kaweco tanker with an injector for €400. MiniAgriPassion from Belgium launched a 1/32-scale Welger Delta 5000 baler (€250) and it was also showing the prototype of a header trailer for Replicagri's New Holland combine. When available, the header will sell for around €25.

Among the custom and scratch builders,

Martyn Reeves of Martyn's Farm Models was selling a John Deere 4350 for £150, while Ford fan we.miniaterun@ziggo.nl was offering a four-cylinder Ford 6640 on black wheels and a six-cylinder Ford 8340, both based on Imber Models' Ford 6640 tractors, for €150 and €140 respectively. Continuing the blue theme, tractor pulling fan Roel de Weerd had used the bonnet from a ROS tractor on a scratch-built New Holland T7070 pulling tractor he was selling for €175, accompanied by a tractor pulling sledge for €305.

For those who prefer red and grey tractors, PLM Conversions has created a 1/32-scale two-wheel drive Massey Ferguson 595 (€230) based on parts from Universal Hobbies' existing MF 1080 and 590 tractors.

Marc Frederic from France was selling a scratch-built Hesston 4900 big square baler for €250, while Willem Hoekstra had a scratch-built Fendt Agzobil S self-propelled forage wagon on his table. Fendt only made 112 of these machines, making this a rare model of a rare machine.

The L.C.N. club has announced that its 2020 show will be held at Zwolle on 21-22 November. For more information visit: www.agritoy.nl



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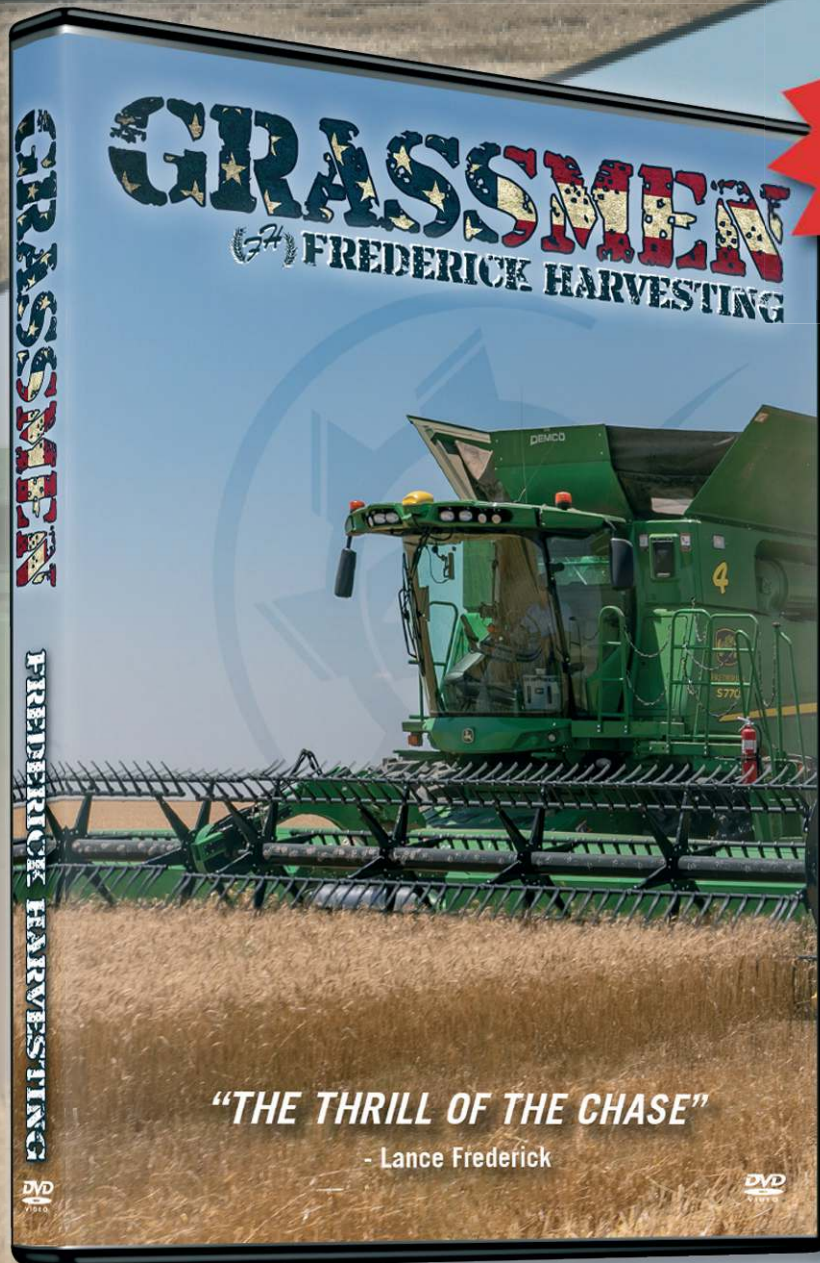
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They always say end-of-line models, such as this very late 2004 New Holland 110-90, are the best to buy, because by that time all the faults have been ironed out and every update has been made. And if you can find the very last of a particular model then that's even better, because these are coveted by collectors.

Join us in the April issue as we bring you a feast of late and last-of-line classics. Photo: Ken Topham.

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PAGE 56



TIMEWARP FLEET

There are not many farms in Europe that use John Deere 4020s and classic implements, but that's what we've got lined-up for you next time following our visit to a timewarp fleet in Ireland.



IH PRODUCT MAN

Henry Harvey, a former product specialist with International Harvester during the 1960s, 70s and early 80s, gets the story of his career underway in the next issue, on sale on 28 February.



SHIPPING IT OVER

There's buying big and then there's buying a mighty John Deere 8850 in the United States and getting it shipped over to the UK. The story of this recent import is told in the April issue.

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Saturday 18th April 2020

Campsea Ashe, Suffolk

If you want a genuine ex-farm tractor or perhaps something a little different, then auctioneer Clarke & Simpson's collective sales at Campsea Ashe in Suffolk are a good place to look. The company's twice-yearly sales traditionally contain a mix of mainstream models, many of which have worked in the local area, plus a few classic curiosities.

The auction firm's latest collective machinery sale was no exception. Joining the likes of a New Holland T7.200, John Deere 6150R and a Case IH Quadtrac, all of which are standard modern fare, were an uncommon Fiat New Holland G170, a Massey Ferguson 385 and a Ford 5610H, among others.

The 1995 Fiat Holland G170 was arguably one of the more interesting modern classics on offer. Terracotta versions of these Canadian-built powershift models are few and far between in the UK and the example at Campsea Ashe was a genuine ex-local farm machine with fresh looks and low hours (4281). All things considered, the trade buyer who paid £13,900 got a good deal.

Also turning a few heads on sale day was a very early a JCB 145 Turbo. Supplied new by Nicholson's of Stalham, Norfolk, in 1991, this J-registered 1991 machine had done very low hours (5300), assuming the clock reading was genuine, and it was in generally very tidy condition. One of the best-kept 145 Turbo models to be offered in recent times, the JCB sold for a strong £11,000.

It wasn't the only Fastrac to make good money: the 2011 Fastrac 2170 that was standing alongside the 145 Turbo made a tractor section-topping £31,100. This came as no surprise as these models, regarded by many as the last and best of the discontinued Fastrac 2000 Series, tend to be highly sought-after on the second-hand market. The impeccable condition of the 8447-hour Fastrac 2170 was a credit to its former owner, whose MF 3090 (£8000) and 3645 (£7600) models, again in very tidy shape, also made good prices in the sale.

Other tractors of note included a two-wheel drive 2009 Massey Ferguson 385 made under license by Millat Tractors of Pakistan and a Ford 5610H highway tractor with a Bomford 3517 loader. Even though it wasn't a purebred MF, the 2000-hour 385 looked a decent buy for £5000. The Ford 5610H was a generally sound unit, but not without a few bumps, knocks and a couple of missing windows. Although not one of the most desirable models of Ford, the 5610H still managed a healthy £6400.

Right: MF 3090 (£8000), MF 3645 (£7600) and 1256-hour 2006 NH TD95D (£14,000) were all good sellers, especially the latter.

Below right: Old and young JCB Fastracs both sold well, the early 145 Turbo for £11,000 and the eight-year old 2170 for £31,100.

Below far right: It wasn't a pure MF, but this 10-year old 385 model, license built by Millat of Pakistan, looked a good buy at £5000.

Below bottom right: Sellers in this row included an uncommon 1995 Fiat G170 (£13,900) and a high-hour 2012 New Holland T7.200 (£24,800).



There was some good classic content in Clarke & Simpson's latest collective sale at its Campsea Ash auction centre near Wickham Market in Suffolk. Chris Lockwood reports.

Results

1960 Fordson Dexta c/w roll frame. Tyres F/R95%. Good.	£2500
1967 IH 434 c/w Lambourn cab. Tyres F40%/R80%. Average.	£1100
1975 JD 2130, partially repainted, 5659hrs. Tyres F10%/R20%. Ave.	£1750
1977(S) David Brown 1212 2WD, 7867hrs. Tyres F25%/R70%. Ave.	£950
1979(T) MF 575 Multi-Power 2WD, 4677hrs. Tyres F60%/R80%. Good.	£4600
1979(V) DB 1212 2WD, Sekura cab, 4600hrs? Tyres F30%/R70%. Ave.	£1200
1990(G) Ford 5610H 4WD c/w Bomford loader. Tyres F/R90%. Av.	£6400
1990(G) MF 3090 Datatronic 4WD, 6282hrs. Tyres F80%/R70%. Good.	£8000
1991(J) MF 3645 Datatronic, approx. 7000hrs. Tyres F60%/R75R. Gd.	£7600
2006(56) NH TD90D 4WD, 1265hrs. Tyres F/R80%. Very Good.	£14,000
1991(J) JCB Fastrac 145 Turbo 4WD, 5300hrs. Tyres F/R80%. Good.	£11,000
2011(61) JCB Fastrac 2170, recon gearbox, 8447hrs. Tyres F/R50%. VG.	£31,100
1998(S) JD 6910, TLS, 8983hrs. Tyres F/R70%. Very good.	£19,500
1995(M) NH Fiat G170, 4281hrs. Tyres F/R50%. Good.	£13,900
2009(09) MF (Millat) 385 2WD. 2000hrs. Tyres F60%/R85%. Good.	£5000
2012(12) NH T7.200 Power Command, front linkage, 10,110hrs. Tyres F95%/R80%. Good.	£24,800
1984(A) JCB Loadall 520-4 Farm Special telehandler, 3902hrs. Tyres F10%/R40%. Good.	£4400
1997(R) Matbro TS280 telehandler, 6500hrs. Tyres F/R90%. Good.	£8400
2011(61) Manitou MLT732 telehandler, 1260hrs. Tyres F/R80%. Gd.	£16,800
1985(C) JD 1085 combine, 18ft, 3774hrs. Tyres F/R80%. Good.	£4000



Hayton, North Yorkshire

A large crowd of local farmers, dealers and collectors turned out to see M. R. Jackson's fleet of well-maintained and mostly classic-era machines go under auctioneer Clubleys' hammer at Holly Tree Farm, situated in the village of Hayton between Market Weighton and York.

Many of the machines on offer dated from the 1970s, 80s and 90s. Some of the implements, mainly those with little or no place in modern day farming, went cheaply. For example, there was very little demand for older sugar beet equipment. A 1980s Stanhay precision drill with Horstine fertiliser kit went for just £20 and a front-mounted Ernest Webb hoe made an equally modest £30.

Some of the older items of cultivation kit did fare a little better. A set of Ransomes mounted discs made £200 and sturdy-looking Farmrite twin-leg sub-soiler and a 1990s Maschio 3m power harrow with flexi-coil roller made £400 apiece. A well-worn Lemken DL110 four-furrow reversible plough stuttered to £220 and a matching furrow press sold for £75.

Most of the fertiliser spreaders and sprayers failed to generate much interest on account of either their age, size or both. A pair of 1980s Amazone pneumatic spreaders made just £90 and £100 each, and a clean Hardi from the mid-1990s sold for £300. The highlight of the implement section came with the sale of a very tidy 1983 Triffitt 6.5t high-lift trailer with wooden greedy boards and spare wheel for a sizable £2000.

Materials handling had been carried out by a 1970s Caterpillar V50B industrial forklift (5792 hours) and a 1979 Coventry Climax rough-terrain forklift (4970 hours). The Cat V50B, which was fitted with an engine from a Massey Ferguson 135, was bid to £850, which didn't seem much, whereas the tidy Coventry Climax didn't do much better at a disappointing £2000.

The first of the tractors to go under the hammer, a very original late 1950s four-cylinder Massey Ferguson 35 that had been on the farm from new, sold for an impressive £3000. The same buyer then purchased the farm's tidy 1968 Massey Ferguson 135 for £3950. A clean 1978 Leyland 272 Synchro with a front loader and 3157 hours clocked sold for a useful £4000.

There was plenty of interest in Holly Tree Farm's two main tractors. A 1984 John Deere 2140 (11,391 hours) that had benefitted from a recent sympathetic rebuild, including a new turbo, made a bright £7500, and a tidy 6943-hour 1993 Massey Ferguson 3085 Dynashift achieved a very solid £9100.

Right: Holly Tree Farm's mainline tractors, from left: MF 3085 (£9100), JD 2140 (£7500) and Leyland 272 Synchro (£4000).

Below right: This 5477-hour 1968 Massey Ferguson 135 (£3950) and a one-owner four-cylinder MF 35 (£3000) went to the same buyer.

Below far right: This tidy 1979 Coventry Climax forklift sold cheaply for £2000. Its grain bucket and grab made £530 between them.

Below bottom right: The farm's low-hour Leyland 272 Synchro (£4000) and 6.5t Triffitt high-lift trailer (£2000) both made good prices.



It was classics all the way at auctioneer Clubley's retirement sale for M. R. Jackson at Holly Tree Farm, Hayton, near York, on 16 November, reports David Laley.



Results

1970s Leyland front weights. Good.	£110
1970s Ransomes mounted discs. Average.	£200
1970s Ernest Webb sugar beet hoe. Average.	£30
1980s Farmrite twin-leg sub-soiler. Average.	£400
1990s Maschio 3m power harrow. Good.	£400
1990s Lemken furrow press. Average.	£75
1990s Lemken DL110 four-furrow reversible plough. Average.	£220
1980s Stanhay sugar beet drill c/w Horstine fertiliser kit. Poor.	£20
1980s Amazone Jet pneumatic fertiliser spreader. Good.	£90
1980s Amazone 801-12 pneumatic fertiliser spreader. Good.	£100
1990s Hardi LX800 12m mounted sprayer. Good.	£300
1970s Weeks 3t trailer. Tyres 20%. Poor.	£50
1983 Triffitt 6.5t high-lift trailer c/w greedy boards. Tyres 30%. VG.	£2000
1978 Cat V50B industrial forklift, 5792hrs. Tyres F/R20%. Good.	£850
1979 Coventry Climax rough terrain forklift, 4970hrs. Tyres F50%/R40%. Very good.	£2000
1950s Massey Ferguson 35, hours? Tyres F10%/R40%. Good.	£3000
1968 MF 135 c/w cab, 5477hrs. Tyres F30%/R80%. Good.	£3950
1978 Leyland 272 c/w loader, 3157hrs. Tyres F20%/R60%. VG.	£4000
1984 John Deere 2140 4WD, 11,391hrs. Tyres F50%/R80%. VG.	£7500
1993 MF 3085 Dynashift, air-con, 6943 hours. Tyres F/R40%. Good.	£9100

Southery, Norfolk

A sizeable crowd braved an exposed Fenland field, strong winds and inclement rain for Crispin Copsey's retirement sale. Potatoes, sugar beet and cereals – all traditional Fenland fare – had been the main crops grown on this peat land holding.

The first and also the oldest and smallest tractor to find its value under Brown & Co's hammer was a 2005 Mc Cormick MC115. This handy four-cylinder model, in good condition and with only 4230 hours clocked, made a very respectable £14,700.

Next came a tractor that everyone seemed to want to own, a 2008 McCormick MTX135, again in very nice condition and with low hours (3953), but with the additional benefit of cab/front axle suspension and front linkage/PTO. The fact the rear tyres needed replacing didn't matter as it surged to a resounding £24,000.

If the Italian-built MTX135 was a bright seller, then the price achieved by the farm's 2006 Claas Ares 697ATZ, another very fresh looker, albeit this time with quite a few more hours clocked (7340), was a little on the disappointing side at £15,700. Normal service resumed with the sale of Mr Copsey's most modern tractor, a 2012 Claas Arion 620C with front linkage/PTO, tyres with 80% tread remaining and a clock showing just 2045 hours, for a buoyant £25,500.

The farm's materials handler, a very tidy 2002 Merlo Turbo-farmer P.287KT with a below-average 3927 hours showing and pallet tines thrown in for good measure, made a well-deserved £15,000. All the spraying had been done in-house by a self-propelled 1996 Bateman Hi-Lo with 24m-wide booms. Although tidy, the Bateman's age and high hours (9495) counted against it, resulting in a modest hammer price of £3550.

Possibly the biggest surprise of the day came with the sale of the farm's 1997 Claas Dominator 204 Mega combine for a whopping £25,500. Many were expecting the high hours (3943) on this otherwise very tidy harvester to impact on its price, but that wasn't the case.

The catalogue also contained a number of tractors from local vendors. A tidy 2008 Valtra T202 with a 50kph transmission, front linkage/PTO and 8632 hours on its clock failed to sell after bidding reached £19,500, whereas a clean 2011 New Holland T6080 Power Command 'facelift' model with a substantial 9040 hours recorded did find a new home at £22,200. Bidding for a 1970 Ford 2000 with a front loader and repainted wheels and fenders reached £1950, but that wasn't enough to meet its reserve price.

Right: Both of these tidy, low-hour McCormicks made good prices, the MC115, left, going for £14,700 and the MTX135 for £24,000.

Below right: This 2012 Claas Arion 620C, a great looker with low hours (2045) and 80% tread on its tyres, made a healthy £25,500.

Below far right: This 1996 Claas Dominator 204 Mega combine, a lovely example but with high hours, exceeded expectations at £25,500.

Below bottom right: Entered lots included a 2010 NH T6080 with 9040 hours (£22,200) and a 2011 Valtra T202 that didn't sell at £19,500.



Four McCormick and Claas tractors, all in good condition, were among the highlights at Brown & Co's auction for Copsey Bros at Southery, Norfolk, on 10 December. Darren Tebbitt was in attendance.



Results

2000s 340/85R48 + 320/85R32 row-crop wheels, 80%. VG.	£1200
1980s Shotbolt 6m hyd-fold rolls. Average.	£700
1990s Vogel & Noot 4-furrow rev. plough. Good.	£1250
1990s Opico 4m hyd-fold Vari-Disc cultivator. Average.	£3350
1990s Grimme GL32B potato planter. Good.	£2300
1993 Grimme DL1700 potato harvester with picking table. Good.	£1100
1996 Richard Western 10t root trailer, sprung drawbar. Good.	£5000
2003 Sully DPX 12-36m twin-disc spreader. Very good.	£1300
2000 Teagle TA200 verge mower. Very good.	£2400
2000 Toyota 25SA5 2.5t industrial forklift. Good.	£4000
2002 Merlo P28.7KT telehandler, 3927hrs. Tyres F60%/R40%. Good.	£15,000
1996 Bateman Hi-Lo 24m sprayer, 9495hrs. Average.	£3550
1970 Ford 2000 with loader. Tyres F10%/R20%. Average.	£1900n/s
2005 McCormick MC115, 4230hrs. Tyres F60%/R70%. Very good.	£14,700
2006 Claas Ares 697ATZ, 7340hrs. Tyres F20%/R90%. Very good.	£15,700
2008 McCormick MTX135, 3953hrs. Tyres F40%/R20%. Very good.	£24,000
2010 NH T6080 Power Command, 9040hrs. Tyres F60%/R50%. Good.	£22,200
2011 Valtra T202 50kph, 8632hrs. Tyres F10%/R90%. Very good.	£19,500n/s
2012 Claas Arion 620C, 2045hrs. Tyres F/R80%. Excellent.	£25,500
1996 Claas Dominator 204 Mega, 17ft header, 3943hrs. Good.	£25,500

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CASE



Case IH 1255, 9,300 hours, nice old genuine tractor with everything working. £10,500. Tel: 07506 359267. [CDW22]



Case IH 895, c/w Bomford loader, 1992, only 6,000 hrs, 4-in-1 bucket. £8,500. Tel: 07774 112211. Gloucestershire. [CDW82]



International 585, complete with Quicke loader and bucket (hardly used) reduced for quick sale. £5,750. Tel: 07729 010733. Berwick-upon-Tweed. [CDW79]



Case 1690 4WD, new rings, shells injectors, starts and runs well, tyres 90%, with Bomford trimmer and Allis Chalmers 201 baler. £8,300. Tel: 07732 841101 for more details. Devon. [BCW3R]



Case International 685, 4WD, C reg, with loader in working clothes. £6,000 + VAT. Tel: 01229 861164. Ulverston. [ABW20R]



Case International 1394, Commemorative edition, 3,106 hours, E reg. £5,500 no VAT. Tel: 07964 825592. Leicestershire. [BCP3R]

CATERPILLAR



Cat 22, wide gauge, ready to work or play. £POA, located in Dorset. Tel: 07718761985. Verwood. [BCW78R]



Caterpillar D4, excellent machine, good starter, very good tracks, only 286 hrs! £11,950. Tel: 01926 640637. Warwick. [ABW83R]

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County 1454, full engine rebuild new hydraulic pump, clutch, 4 new Kleber tyres, hook end linkage arms, gear levers re-chromed, new seat, tractor is in outstanding condition. £37,500 no VAT. Tel: 07968 965204. Portaferry. [BCW68R]



County 754 Highland Bear, registered 1974, owned for last 16 yrs, ready for work, play or restoration, for more information contact . Bristol area. Viewing early January. Tel: 07834 607049. Gloucestershire. [ABW102R]

CLAAS



Claas 830, 2001, 3,800 hours 2WD, ideal farmer's machine. Tel: 07976 702858. Powys. [CDW8]



Claas Axos 340 loader tractor, very good condition, low hours, 12 plate, hi-vi roof, forward/reverse shuttle lever, power shuttle, soft-ride boom suspension, proportional control joystick, electric 3rd service. Tel: 07855 742792 for more details. Shropshire. [ABW104R]

DAVID BROWN



David Brown Taskmaster tug, 1948, all petrol new tyres all round, runs well unpainted. £5,500. Tel: 01873 890809. Abergavenny. [CDW55]



David Brown 770 Selectamatic, nice running tractor everything works as it should, have new front tyres for it, just needs a light restore nothing bad about it. £2,900 or nearest offer. Tel: 07736 644207. Perthshire. [CDW70]



David Brown Cropmaster, vintage 1951, two-seater tractor for sale, good condition, last started approx 5 years ago for Ladies tractor run and kept in shed since, offers around £3,250. Tel: 01508 530278. Pulham/Long Stratton. [CDW117]



David Brown 900, 1958, starts and runs well, tyres very good, sound mud guards and bonnet, this model was only made for 2 years and it has the later type steering. £3,500. Tel: 07710 430431. Shropshire. [CDW78]



David Brown 770, with 2-furrow David Brown plough, in very good original condition, V5, £6,250 or offers. Tel: 07768 662419. Northumberland. [CDW62]



David Brown 900, loads of jobs already carried out, new set of tyres all round, runs and drives well. £1,800 ono. Tel: 07549 232917. Nottingham. [CDW45]



David Brown 990, 1972, collectable David Brown bottle-opener logo, sound engine, PTO, etc. Good cab and tinwork for age, used by ourselves on potato box carriers, hydraulics need attention. £1,500. Tel: 07778 048770. Lincolnshire. [CDW49]



David Brown / Case 1410, 1976, starts and runs well, used regularly and stored in a barn, power steering, hydraulics and PTO all fine, doesn't burn engine oil and doesn't use much diesel either, hours unknown because Tacho hasn't worked for years, V5 present, viewing welcome. £2,200. Tel: 01404 812996. Exeter. [BCW20R]



David Brown 885, 1976, 46hp, Q cab with clear deck and side gearshift, power steering, pick-up hitch, starts and drives very well, superb small tractor, good tyres. £3,000. Tel: 07778 048770. Lincolnshire. [ABW41R]

FERGUSON



Ford Ferguson 2N, 1946, engine overhauled, good ploughing tractor, good hydraulics, new tyres all round. £3,600 including Sherman two-furrow plough. Tel: 07729 010733. Berwick-upon-Tweed. [CDW80]



Ferguson, narrow width fitted with correct cranked arms, Lodden TVO manifold and rear row crop wheels, starts and runs well and some new parts fitted, with V5C docs. Tel: 07827 872887. Carmarthen. [CDW100]



Ferguson, narrow width, petrol/TVO starts and runs well some new parts fitted, cracked lift arms, with V5C docs. Tel: 07827 872887. Carmarthen. [ABW56R]

Ferguson TEF20, diesel, very original in good working order, complete with roll bar, has original V5 document, reluctant sale, registration: 0RM 415. £2,750. Tel: 01363 772965. Devon. [CD]

FIAT

Fiat 241 VR vineyard addition, with 3 point linkage and pto, the rare 4WD version, serviced by local garage here in Italy, can take to a local port no problem, nice tractor for restoration. Tel: 00 44 7730 261350. Lucca, Italy. [AB]

FORD



Ford 550 digger, sold for spares or repairs, it has an engine problem, standard box, one bucket, rear tyres 90%, front bucket needs work. £975 ono, collection only. Tel: 07831 541937. Mid Wales. [CDW65]



Ford 8210, 1985, B-reg 7,200 hours, good working order. £10,000 + VAT. Tel: 07979 262576. Warwickshire. [CDW112]



Ford 5000, 1966, runs and drive nice, all works as it should. Tel: 07860 581815. [CDW76]



Ford 7000, good working order, Dual power, 2 speed PTO, no V5, reducing collection. £15,500 no VAT. Tel: 07432 013174. [CDW69]



Ford 6610, mint condition, 1989, F Reg, on 16 38 tyres. £10,500 ono. Tel: 07968 163220. Herefordshire. [BCW10R]



Ford 4610, good working order, please call for more info. Tel: 01406 540505. Holbeach, Spalding. [BCW46R]



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Ford 4630, genuine reason for sale, with Dual Power, shuttle forward and reverse, and side mounted gears, dual speed PTO, speed changeable from the seat, twin assistant rams, two spool valves, front mud guards, engine mounted compressor (disconnected), and pick-up hitch, recently had a new seat fitted and radio, just under 4,000 hours, also fitted with a Tanco power loader, with joystick control and euro hitch, no VAT. Tel: 07715 370967. Wigton. [BCW67R]

FORDSON



Fordson Dexta, 1958, fully restored and in working order, in factory condition, history known, £5,000 ono. Tel: 01780 460511. Lincolnshire. [CDP1]



Fordson Power Major, recon engine runs and drives, twin spools, barn stored, 90% tyres (back ones slightly perished) original wheel rims. £900 ono. Tel: 07768 950751. Blackpool Lancashire. [CDW11]



Fordson Super Major, 1964, engine runs fine and drives fine all original. Tel: 07860 581815. [CDW77]



Fordson Super Dexta, 1964, refurbished, many new parts used, nose cone, fenders, floor plates, tyres x 4, battery, track rods, re wire and re spray, a very nice little tractor. £3,950. Tel: 01664 823851. Leicestershire. [CDW27]



Fordson, a unique working model of a E27N Fordson built on a Westwood mower chassis, offers around £4,000. Tel: . Peterborough. [CDW21]



Fordson Power Major, 1958, excellent starter and runner, very good original condition, complete with original buff logbook and current V5, all history known. £5,250. Tel: 07432 013174. York. [BCW23R]



Fordson Major, 1957, starts on the button, running well, comes with V5 tax book, good restoration project. £1,800 + VAT. Tel: 07801 980403. Moira, County Armagh. [BCW9R]



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Fordson N, 1942, mint condition, as shown at Newark's tractor show 2019, one of the first Fordson N's fitted with narrow mudguards to save steel for the war effort. Tel: 07977 142011. South Lincolnshire. [BC]

INTERNATIONAL



International B250, a very early example serial no 1121, in very good working order, engine been overhauled, new mud guards, new rear tyres, good starter. £2,995. Tel: 07860 266949. Lancashire. [ABW35]



International TD6, 1938, tracks, running gear as new, starts and runs as it should. £4,000. Tel: 07721 710615. Cambs. [BCP7R]



IH B2275 loader tractor, 1966, good starter and good tyres, 2 buckets and hydraulic bale spike, tidy machine which has been in the same farm for 40 years. £3,750. Email only: david.beattie75@icloud.com. [BCW77R]



International 574, 68hp, 4 cylinder, 3,774 hours, power steering, wet brakes, Syncro gear box, 540/1000 pto, good working order and fully serviced (cab can be refitted if required). £2,150. Tel: 07971 491717. North Pembrokeshire. [ABW31R]

International 384, comes with power loader and bucket, fitted cab, excellent, starter and runner, cosmetics average, tyres average, hydraulics, brakes and steering good. £1,695 ono. Tel: 07464 697457. Chorley, Lancs. [AB]

International 125B, 1976, 7,500 hrs, very good reliable condition, glazed, tracks 80%, 2nd owner, 4in1, call/text/message, £POA. Tel: 07776 200211. Herts. [BC]

International 955, 2WD, fitted with Econ HM3E hedge trimmer, £6,375, also JD 3130, 2WD, fitted with HM 2 hedge trimmer, £5,390, IH 444 with loader, runs okay, needs TLC, £1,750. Tel: 07502 661861. Northampton. [BC]

International B250, 1958, off the farm engine runs and drives use as is or ideal for a full restoration two new front tyres one new back rim and tyre road registered in my name. £1,950 ono. Tel: 07985 765879. Bradford. [BC]

ISEKI



Iseki TL2100 2WD compact tractor, and new 1 metre wide topper mower, 21hp diesel, genuine Special Silver Colour Iseki limited edition, 773 hours. £3,595 + VAT. Tel: 07779 986072. Gloucester. [CDW60]



Iseki 155, 4WD compact tractor, with new 1 metre flail mower, mint condition, 18hp 3-cylinder diesel engine, 777 hours, UK spec PTO and 3 point linkage, ideal for small holding. £3,995 + VAT. Tel: 07779 986072. Gloucester. [CDW28]



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JCB



JCB 520-4, 1998, starts and drives ok, engine is good. Tel: 07976 702858. Powys. [CDW74]



JCB 533-10.5, 2003, 4,900 hours, Q-fit headstock. Tel: 07976 702858. Powys. [CDW6]



JCB 531 70, 4,800 hours, Super Agri, 2014, choice of headstock. Tel: 07976 702858. Powys. [CDW57]



JCB TM 320S, 2018, 145hp, 40k, SRS, choice of headstock. Tel: 07976 702858. Powys. [CDW58]



JCB 434S, 2012, 4,400 hrs, SRS, big weight extra fuel tank, very nice condition. Tel: 07976 702858. Powys. [CDW7]



JCB 541-70, 2018, 800 hours, Super Agri. Tel: 07976 702858. Powys. [CDW9]



JCB 807 tracked excavator, working order, would suit farm, quarry or restoration, parked up for 20 years and started first time and is now digging gravel for us, a real beauty but a bit tatty. £5,000 ono, no VAT. Tel: 07930 223652. Leominster. [CDW16]



JCB digger, good order, brakes need attention, drop the bucket to stop, Bamford engine, renovation project, lovely sounding beast, sensible offers invited. Tel: 01507 607532. [CDW46]

JOHN DEERE



John Deere model D, nut and bolt restoration, a few years ago, used for sub soiling, recently, good running order, with V5C. £6,000 ono. Tel: 07970 227962. Herefordshire. [CDP4]



John Deere 2040S, in good working order, just needs the cab finishing off inside with cladding. £9,000 no VAT. Tel: 07964 825592. Warwickshire. [BCP4R]



John Deere 7700, 1995, 8,400 hours, 40k, Powershift, 4 SCV'S, 5t front linkage, Michelin 650 rears, 540 fronts. Tel: 07768 471280. Wiltshire. [BCW53R]



John Deere 3130LS, 1977, restored, two wheel drive 90hp tractor, unusual LS Continental specification, 6-speed manual transmission with Hi-Lo power shift, full power steering, 7,500 hours from new, starts instantly, drives well. £6,500. Tel: 07778 048770. Lincolnshire. [ABW42R]

KUBOTA



Kubota TG1860 garden tractor, diesel, 18hp 3-cylinder, diesel, hydrostatic, power steering new battery, tow ball, 1,700 hours starts on the button, no cutting deck with this tractor. £490. Tel: 07979 533277. West Lothian. [CDW81]

LEYLAND/MARSHALL



Leyland 154, 1972 with V5, in good condition, comes with loader and PUH, now surplus to requirements. £2,700 ono. Tel: 01204 61340 or 07702 892588. Lancs. [CDW19]



Leyland 154, 1972, c/w loader and pick up hitch, in good working order with good tyres, nice condition. £2,750 ono. Tel: 01204 61340 or 07702 892588. Bolton. [BCW11R]



Marshall 502, c/w front loader, 1984 (V5C) nearly original, good mechanically, tin ware sound but light rust, 1,600 hrs (believed genuine) use it or restore it, c/w Pettit 3way tipping trailer (might split) £6,000 ono. Tel: 01652 637823. Lincs. [ABW21R]

Marshall 602, D reg, good runner, fire damage, needs cab, low hours, £POA, also breaking Marshall parts available, engine sold, ring with requested, pair of rear wheels and tyres good. Tel: 07899 713286. Scarborough. [CD]

Leyland 154, refurbished and painted ideal for work or show photos available. Tel: 01362 698374 or 07887 902708. Dereham. [CD]

MASSEY FERGUSON



Massey Ferguson 250, comes with loader, 1982, in good original condition, original paint, has spent most of its life on a nursery, maintained and money spent as required clutch radiator recently replaced, reliable and capable of a day's work, open to sensible offers. Tel: 07402 271014. Stafford. [CDW18]



Massey Ferguson T20, industrial part of collection, in mint condition, Duncan cab, good tyres, and original paint work, further details. Tel: 07932 317710. Shropshire. [CDP10]



Massey Ferguson Mk 2 65, 1963, runs well and starts easily, comes with linkage and drawbar, been in frequent use until recently. £2,750 no VAT. Tel: 07854 706560. Devon. [CDW44]



Massey Ferguson Mk 2 65, 1963, complete with loader, Trowse digger, linkage and drawbar, used regularly until recently. £3,750 no VAT. Tel: 07854 706560. Devon. [CDW43]



Massey Ferguson 565, first registered 1981, with Massey Ferguson 80 front forks, reconditioned bucket, spikes and new baler spike, new hydraulic pump fitted 2017. £6,000. Tel: 07403 662098. Middle Rasen. [CDW51]



Massey Ferguson 35, Perkins 3-cylinder, diesel, manufactured 1962, engine rebuild, new ignition, starter motor and alternator, 2018, good condition (see photo). £3,800. Tel: 07403 662098. Middle Rasen. [CDW52]



Massey Ferguson 35, 1959, 3-cylinder has V5 working order, used for vintage ploughing last two years has new bonnet, still have original bonnet. Tel: 07974 894309. Shrewsbury. [CDW32]



Massey Ferguson 165, Multipower, 1971, good condition, comes with 80 power loader, bucket and fork. £5,500. Tel: 07773 397892 or email. Shepton Mallet, Somerset. [ABW86R]



Massey Ferguson 35X Multipower, 1964, in excellent original condition, always been kept indoors, still has original wings, bonnet and seat pan, mechanically perfect. £8,500 + VAT. Tel: 07952 729732. Co.Down. [BCW65R]



Massey Ferguson 165, 1975, PAS, 30 years on a vegetable holding and still a good worker, seat re-upholstered but otherwise cab (and electrics) could do with some attention, original handbook and maintenance chart. £4,250 + VAT. Tel: 01647 252915. Devon. [BCW26R]



Massey Ferguson 35, petrol TVO, 1958, with V5, excellent runner, done very little work, exceptional tin work and no rot, not been painted, live drive PTO. Tel: 07557 343750. Northamptonshire. [BCW74R]



Massey Ferguson 35, 3 cylinder, 1961, current V5, runs perfectly and starts every time, live drive PTO, excellent tin work, no rot, not been painted, one of the cleanest three cylinder 35s I have seen. Tel: 07557 343750. Northamptonshire. [BCW73R]



Massey Ferguson 135, 1969, good working order, lots of new parts fitted, tyres, wings, lower link arms, check chains, swinging drawbar, exhaust kingpins, indicators and seven pin trailer socket. £5,300 no VAT. Tel: 07718 749057. Northumberland. [BCP8R]



Massey Ferguson 390, c/w Tanco loader, 1995, 4WD, 12/12 L/H shuttle, 90% tyres. £12,750 + VAT. Tel: 015395 60833 or 075487 15559 eves. Levens. [BCW23R]



Massey Ferguson 550, 2WD, V reg, 1980, good straight tractor, no rust no rot, good starter, good tyres, no rust or rot, no VAT. Tel: 07974 933 919. Abergavenny, Monmouthshire. [BCP9R]

Massey Ferguson 35, diesel, 1959, this tractor, which is mechanically excellent in every way, has undergone a professional, recent body restoration, a key feature to this tractor is its original bonnet, it's also a very good starter. £4,750. Tel: 07886 475610. Truro. [CD]

Massey Ferguson IND 203 Mk II, with front end loader and David Brown back hoe all in working order. £2,600. Tel: 07985 655527. Dereham, Norfolk. [CD]

MITSUBISHI



Mitsubishi MT205 4WD compact tractor with rotavator, 20hp, 3-cylinder diesel, 876 hours, very nice tractor. £3,995 + VAT. Tel: 07779 986072. Gloucester. [CDW61]

NEW HOLLAND



New Holland TS135A, 11,000 hours, front links, PTO, front and cab suspension, 40k. £18,000. Tel: 07506 359267. [CDW23]



New Holland T5.105, c/w 740TL, 2015, 3,200hrs, air con, good spec tractor. £32,500. Tel: 07774 112211. Gloucestershire. [CDW83]

NUFFIELD



Nuffield 4/65, 1967, completely restored to a high specification with new tyres all round, fitted with a Lambourne cab, full road and field lights, V5C, ideal road run tractor. £4,000 ono. Tel: 01244 815922 or 07050 013931. Cheshire. [CDW26]



Nuffield 10/42, one owner with V5, engine seized and steering needs attention. £900 no VAT. Tel: 07989 322710. Appleby, Cumbria. [ABW61R]

Nuffield Universal diesel tractor, with Perkins L4 engine, complete for restoration, has not run in a long time. £800. Tel: 07738 951502. Northamptonshire. [BC]

ROADLESS



Roadless 120, J Series, 1977, very good condition with weights, PUH, twin spool valves and good tyres, Lincolnshire registered, owned 16 years, V5. £POA. Tel: 07977 441270. Lincoln. [ABW59R]

YANMAR



Yanmar F22D, 4WD compact tractor, with new 4ft flail mower, 25hp 3-cylinder diesel engine, 1,659 hours, UK spec PTO and 3 point linkage, ideal for small holding. £4,595 + VAT. Tel: 07779 986072. Gloucester. [CDW29]

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Yanmar F18 2WD compact tractor and new flail mower, 22hp 3-cylinder diesel, only 419 hours, excellent condition ready for work. £2,995 + VAT. Tel: 07779 986072. Gloucester. [CDW59]

ZETOR



Zetor 3545, great condition same farm for life, log book present, no rusty wings, engine, clutch brakes, steering, hydraulics all good. £3,500. Tel: 07711 752762. [ABW81R]

OTHER MAKES



Same Explorer 90, 4x4 tractor, only one owner from new and well maintained, nearly new Pirelli tyres all round, very simple belt and braces tractor, 40k, approximately 6,800 hours. £6,950 no VAT. Tel: 07817 364945. Derbyshire. [BCW30R]

Aveling Barford dozer, petrol engine, original paint scheme, full working order, assistance with transport and located in south Finland, more info by email or telephone, pictures etc. Tel: 00 358 505285532. Valkeakoski, Finland. [BC]

TRACTORS WANTED



International 1056XL and 1455XL wanted, must be International and not Case. Tel: 07958227774. Cobham. [CDW17]

David Brown 1190, anything considered. Tel: 07980 473276. Cheshire. [CD]

JCB 3230 Fastrac, wanted any condition, spares or repair gearbox or engine fault private buyer. Tel: 07921 188931. Penrith. [CD]

Massey Ferguson 35 3-cylinder, Massey Ferguson 35X or Massey Ferguson 135, no yard scrapers thank you. Tel: 01902 850861. Staffordshire/Shropshire. [CD]



Norfolk Farmer requires, email your machine to Info@jamesmurrell.co.uk. Tel: 01493 750999. Norwich. [BCW61]

John Deere 3650, 40k private buyer all considered. Tel: 07745 131990. Cheshire. [CD]

Massey-Ferguson 135 or 148, complete with front end loader and safety frame (or safety cab), must be in good working order. Tel: 07850 005324. Elsdon, Northumberland. [CD]

JCB 3220 or 3200 Fastrac wanted any condition, gearbox or engine fault, private buyer. Tel: 07921 188931. Penrith. [CD]

Allis Chalmers, WC, WF tractors for restoration and spare parts. Tel: 01963 210269. Dorset. [CD]

Massey Ferguson 4355, high vis, must be in immaculate original condition with low hours. Tel: 01748 884383. Richmond, Yorks. [BC]

Massey Ferguson FE35, must be in good condition. Tel: 01286 671334. North Wales. [BC]

John Deere 4320, in good condition. Tel: 01452 864409. Gloucestershire. [BC]

Ford 7810 Silver Jubilee wanted, any condition, call rob. Tel: 07958 227774. Cobham. [LAW17]

Massey Ferguson 185 wanted, in restored or very good condition, 8 speed or 12 speed multi-power please, possible part exchange with my late model 12 speed non multi-power perfect condition Massey Ferguson 590. Tel: 07482 478716. Hertfordshire. [BC]

John Deere 6030 (1972-76) wanted, serious processing is guaranteed, like to pay cash please call. Tel: 00 49 1739064079. Dülmen, Germany. [AB]

John Deere 3130, HFWD wanted, if you have or know of a 3130 that is no longer needed please call Chris. Tel: 07957 870362. Sudbury. [AB]

JCB Fastrac 145/155, must be in, good condition. Tel: 01452 730218. Glos. [AB]

Steyr 8130, turbo, good mechanical condition, call Steve. Tel: 07555 728683. Northern Ireland. [LA]

David Brown 1412, preferred in good working order. Tel: 07721 653299. Newcastle upon Tyne. [JK]

David Brown Tugmaster Thresherman, needs to be restored or not a lot to get it there, needs a V5 as this would be used on road runs and rallies. Tel: 01724 733464. North Lincs. [KL]

Marshall 4WD XL, any condition, cash paid. Tel: 07903 166041. Sturminster, Newton. [KL]

Nuffield DM4, Perkins P4 parts, tin work and engine parts. Tel: . Bristol area. [KL]

Marshall 4WD tractor wanted, preferable XL, any condition, cash paid. Tel: 07903 166041. [JK]

David Brown Cropmaster, 1947, TVO, parts, engine, block, water pump, manifold. Tel: 07976 282524. West Sussex. [JK]

Steyr 8130 Turbo, wanted must be in good mechanical condition. 728683. County Down Northern Ireland. [JK]

Fendt orchard/vineyard tractor wanted, any condition considered. Tel: 07729 764892. Dungannon. [JK]

Renault, old type tractor 120hp or more also TL7 or TL6 Sanderson teleporter. Tel: 07767 673493. [HI]



Leyland 272 synchro, I am looking to find my dad's old Leyland 272 Synchro, it was auctioned at Pocklington, York 2-3 years ago, it was sold with a Tose rear mounted digger and the exhaust pipe is bent forward, the reason I am looking to find it is because my dad drove this tractor on a farm for 18 years, number plate - POS770W, if seen or found please call. Tel: 07427 875681, or contact me on facebook @Ciaran Hannay, or my email ciaranhannay 04@gmail.com. [ABW45]



Zetor tractors, most models required, please email details to or call James on 07770 692891. [BCW57]



Fendt tractors, Norfolk farmer/contractor wants good quality Fendt tractors, email details to Tel: 07770 692891. Norwich. [FGW13]



JCB 3XC, 4x4 Sitemaster or similar, email your machine to Tel: 07766 216100. Norwich. [FGW14]

Marshall 100XL, any condition, wanted for personal sentimental reasons. Andrew.ramsden@yahoo.com Tel: 0061 467082772. Australia. [GH]

Field Marshall Series 2, was sold in Herne, Kent in approximately 2000/2001 registration number is EBD 825 - any information contact Kylie on lovelandkylie1@aol.co.uk - any help/advice will be appreciated! Tel: 07817 994537. Lincolnshire. [HI]

Ford 7810, looking for this model, must be 4WD and SQ, based in Cheshire will travel. Tel: 07725 923653. Cheshire. [JJ]

Renault, old type tractor 120hp or more also TL7 or TL6 Sanderson teleporter. Tel: 07767 673493. [HI]

International 434 or 276, wanted in ex-farm condition, not fully restored, please call if you can help. Tel: 01508 482447. Norfolk. [GH]

Marshall 100XL/125XL, looking to buy a Marshall 100XL or 125XL tractor, any condition, dead or alive, collection straight away, cash paid. Andrew.ramsden@yahoo.com. Tel: 00 11 1467082772. Australia. [FG]

LOST & FOUND



Looking for the whereabouts of an M-B Trac 800 reg no CFH748Y. Previously had a distinctive window sticker on top of the windscreen 'wake up with a young farmer'. Sold to Emyr Evans dealership in Denbigh, Wales and then believed to have been sold on to a new owner in Preston. If anyone has any idea of its whereabouts, please get in touch as we'd like to see a picture of how it is now and possibly see the old girl again. Please contact George. Tel: 07766 733273 or e-mail georgejones 2006@icloud.com. [JKW16]

MOTOR BIKES



Triumph Tiger Cub Trials, 1960, nice condition Road registered. £3,750. Tel: 07932 645544. Newton Abbot. [ABW73R]

OTHER VEHICLES FOR SALE



Volvo FM12, very reliable lorry, used for tractor show transportation in the UK and Ireland, sleeper cab, lift axle, 12 months MOT, low mileage, contact George Yarwood. £8,500. Tel: 07710 565555. Cheshire. [CDW200]



Massey Ferguson 40 RS combine, 1998, 22ft power flow header and trailer, a lot of machine, good working order. £12,500. Tel: 07774 112211. Gloucestershire. [CDW85]



Toyota Hilux, 2015, double cab, 13,000 miles, new MOT, FSH, very tidy and never towed. £12,500 + VAT. Tel: 07740 683113. Gloucestershire. [CDW42]



Newson skidsteer, 2009, 2,500 hours, comes with bucket/bale spike and muck grab. Tel: 07976 702858. Powys. [CDW10]



Toyota Hilux Invincible DC 4-door pick-up, Sept 2011, manual, 65,000 miles. 12 months MOT, leather seats, body liner, tow hitch, used mainly as second vehicle, with little towing, no field work or farm use, above average condition inside and out. £10,750 + VAT. Tel: 01691 860359. [CDW24]



Leyland Reiver tipper truck, 6x4 tilt and slid, stats and drives double drive, T-reg, V5, 10t hydraulic winch good restoration project. Tel: 07860 581815. [CDW75]



Ford Ranger XLT pick-up, 2012, charcoal grey, 66k miles, FSH, tow bar, air con, heated screen & mirrors, tyres 90%, tidy truck. £7,750 + VAT. Tel: 07973 117993. [CDW41]



Kubota KH5, mini digger, mid 80's, 2 buckets, steel tracks, in very good working condition. £2,750 ono. Tel: 01282 772009 or 07894 473160. Burnley. [CDW40]



Isuzu D-Max Blade, 2015, one owner from new, full service book of stamps, MOT till 30/04/20, mileage 122,000 miles. £10,495 ono no VAT. Tel: 07718 327999. Bourton on the Water, Cheltenham. [ABW19R]



Case Steamer model 15/40, drawbar 15hp, pulley 40hp, length 19ft, mounted new flame pipes, for more information please call. Tel: 0031 162 315807. Dongen, Holland. [CDW48]



ERF truck, 1994, EC 12 Perkins engine Road Ranger 9-speed gearbox, 26 foot long bed hydraulic winch, Olympic cab, good tyres all round. £3,500 ono. Tel: 01793 740379. Wiltshire. [ABW22R]



Mitsubishi L200, 20,000 miles, 2014, very lightly used, FSH, new MOT, one owner. £9,000 + VAT. Tel: 07740 683113. Gloucestershire. [BCW14R]



Leyland DAF 45 150, 2001 reg, 291,980 km, MOT till February 2020, serviced at last MOT, very good condition, little use only for ploughing matches and rallies. £3,500 ono. Tel: 07974 713172. Penzance. [BCW76R]



Renault Premium 310, tested until June 2020, starts and drives well, takes two big tractors, keep undercover, owned by us last seven years, new truck forces sale, please call with any questions, £5,000 no VAT ono. Tel: 07836 586895. Staffordshire. [BCW69R]

OTHER VEHICLES WANTED



Land Rovers wanted, Series 1, 2, 3, Defenders, anything considered, Nationwide cash on collection. Tel: 07775 203208. Norfolk. [ABW121]



Military Jeep or post war, any age or condition, good price paid, no quibble quick decision, payment before collection, I am an easy going non-pressurizing buyer, call me anytime on my home number. Tel: 01548 521278. Devon. [DEW21]

Bedford CF2, with 2.0L Opel engine or diesel, any condition. Tel: 07860 393980. Ipswich. [BC]

Unimog 904, wanted three way tipper ram for this vehicle approx 30cms long any help appreciated. Tel: 07710 777484. [LA]

Bedford Vauxhall Suzuki Rascal pick-up truck wanted, Tel: 07885 681366. Ware. [HI]

Old cars, motorbikes, even aeroplanes wanted, pre 1970s, any condition at all. Tel: 07785 391874. skyhighdesigner@yahoo.co.uk. [BC] **Peugeot 504 pick-up**, please call if you can help. Tel: 07836 220803. Coventry. [HI]

BALERS AND BALER SPARES



Flat 8 bale grab, call for more info. £170 + VAT ono. Tel: 07956 012002. Ludlow. [ABW34R]

CULTIVATORS



Ferguson cultivator, very good condition, all good points. £180 ono, no VAT. Tel: 07956 012002. Ludlow. [ABW36R]

BUCKETS, LOADERS AND ATTACHMENTS



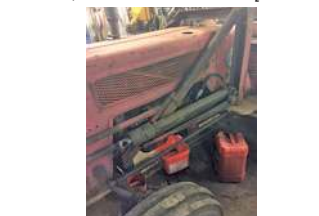
Twoose rear ditcher, in working order, but pipes are old for sale. £850. Tel: 07817 987652. [CDW33]



Foster tractor rear digger, runs off the tractor PTO, working order, with 2 buckets. £1,100 + VAT. Penrith, Cumbria. Tel: 07788 785871. [CDW94]



Strimech 9 foot buckrake, good working order, recently re-piped. £1,200 + VAT. Tel: 07788 785871. Penrith, Cumbria. [CDW91]



Loader, for International B250 for sale, offers invited. Tel: 07973 511180. Congleton, Cheshire. [BCW13R]



JM round baler soft handlers, choice of brackets. £1,150. Tel: 01490 750999. Norwich. [BCW58R]



Strimech muck fork/grab, and buckets in stock to fit most machines. Tel: 01490 750999. Norwich. [BCW70R]



Sanderson back plate and bucket, tipping rams and pipe, good wear edge, very good condition, working order. £350. Tel: 07715 020528. Market Deeping. [BCW25R]



McConnell 065 front loader and assorted attachments, brackets for John Deere 2040. £300 + VAT. Tel: 07778 664043. Herts. [BCW40R]

HARVESTERS



Pottinger MEXVI forage harvester, 1.9m pick-up, complete but needs some TLC. £2,950 ono + VAT. Tel: 07788 785871. Penrith, Cumbria. [CDW88]

MOWERS, TOPPERS, HEDGE CUTTERS AND FLAILS



Twose mid-mounted hedgecutter, in working order with Fordson Major brackets. £600. [CDW38]



Two drum mower, would suit most medium size tractors, price. £775. Tel: 07711 508200. South Yorks. [BCW82R]



Flail toppler, for sale with heavy duty, type flails rear roller and hydraulic side shift ready for use. £950. Tel: 07711 508200. South Yorks. [ABW65]



Reco 1.3m mower collector, £200 + VAT. Tel: 07778 664043. Herts. [BCW34R]

Bamlett reaper/mower, of about 1913 for sale for restoration, complete except for one metal bar (easy to remanufacture), requires a strong trailer to collect, once rebuilt it would look great at shows in the field cutting wheat behind a vintage tractor, like my 1959 Guldner tractor, which is also for sale, see advert for tractor also in this publication, could be displayed behind horse or tractor. Price for the rare tractor is 4,900 and 200 for the reaper. Buy the two for 5,000. Contact Trevor on 0786 7288870 for details. Bristol area. [BC]

PLOUGHS



Massey Ferguson 4-furrow plough, £200. Tel: 07971 412497. Mid Devon. [CDW71]



Lemkin 2 + 1 reversible plough, all new metal, over £300 of spares included, £950 + VAT. Tel: 01647 252730. Near Exeter. [CDW109]



Massey Ferguson 3-furrow plough, in good condition. £300. Tel: 07757 648794. Leeds. [CDW96]



Pierce 2-furrow plough, in good condition. £180. Tel: 07790 991646. Larnie, Co. Antrim. [BCW12R]



Bomford/Massey Ferguson chisel plough, Superflow straight leg cultivator, no welding, good legs and feet, depth wheels fitted. £450, located near Evesham can load. Tel: 01789 491078 / 07785 912999. [BCW27R]

Ferguson single-furrow plough, Ferguson 9 tine cultivator, new points, yard scraper, £120 each. Tel: 01603 867861. Norwich. [BC]

PUMPS



Garden pumps, £65 each buyer collects, call for more details. Tel: 01366 659000. Norfolk. [BCW51R]

SPRAYERS



Sands 3600 SP sprayer, twin spray lines, 12/18/24 metre, ind hopper, well cared for, serviced and MOTd, 2 sets of wheels with good tread, ready to go, 12,400 hrs, in cab level gauge, some spares. Tel: 01935 822690 or 07860 939 473. Somerset. [CDW12]



Milestone Sprayers, we are having a genuine sale on all our used sprayers to make room for more stock this is not a sales gimmick. Genuine sale which will only last until January 31st, no exceptions get 2020 off to a spraying start, call us or check our website, over 50 sprayers in stock atm. Everything on website is in our yard and owned by us, we do not sell on behalf of anyone else. Tel: 07850 144244. Downpatrick. [CDW35]

Hardi 88 gallon sprayer, working order, £300 ono, Frazier roller mill single phase motor, £300 ono, Parmiter post banger need slight attention £200 ono, all must go room needed. Tel: 07487 413501. Cornwall. [BC]

TANKERS AND BOWSERS



Vacuum tanker, on sub frame, it is powered by an electric start diesel engine and has a galvanized tank, this is a small unit and will fit on a Transit pick-up or a trailer we have a choice in stock all from a large utility company and they have had very little use. £2,250 + VAT. We can deliver to any location at cost and we export world-wide. Tel: 01443 440066. Cardiff. [BCW6R]



Bunded plastic fuel tank, 1,000l approx, with rotary hand pump. £50 + VAT. Tel: 07778 664043. Herts. [BCW39R]



Oil tank 2000l, plastic bunded. £20 + VAT. Tel: 07778 664043. Herts. [BCW41R]

TRAILERS



3/4t wide track military trailer, manufactured by Arrow Construction Equipment Ltd, approx 6ft x 6ft 6ins, canvas top, good condition, contains Onan double voltage 3.5 KVA generator (petrol), previously towed behind a 101 Land Rover, £200 ono. Tel: 01963 34532. Wincanton. [CDW50]



Marshall 5 ton silage trailer, 1970s, very original, good floor, surface rust only on sides and chassis, automatic back door. £2,000 ono. Tel: 07917 852 782. Aberdeenshire. [CDW113]



Pettit 10t trailer, excellent condition, rams recently resealed, holds grain. £2,500 no VAT. Tel: 07432 013174. York. [CDW106]



Bailey tag 11t grain/silage trailer, 2009, 8-stud super singles, hydraulic grain door, paint work on body poor but no rot. £5,750 + VAT. Tel: 07788 785871. Penrith, Cumbria. [CDW92]



Vicon Wagtail trailed fertiliser spreader, working order, Flotation tyres in very good condition, wide angle PTO. £950 + VAT. Tel: 07788 785871, Penrith, Cumbria. [CDW93]



Michael Brunton 11t grain trailer, 8-stud super singles. £3,000 + VAT. Tel: 07788 785871. Penrith, Cumbria. [CDW89]



T and F dump trailer, 10 ton, lights and brakes, old but good muck trailer. £3,950. Tel: 07774 112211. Gloucestershire. [CDW84]



Indespension GT 8X4 goods trailer, new- unused, hitch lock, fixed spare wheel, dual voltage LED lights, barn stored. £1,575 + VAT. Tel: 07774 428853. Tamworth. [BCW28R]



Econ 3t gritter trailer, direct from local council hydraulic powered choice. £2,950 + VAT, any inspection welcome at J Sharples Preston Lancs. Tel: 07860 559578. Lancashire. [BCW64R]



Car trailer, solid £120, buyer collects. Tel: 01366 659000. Norfolk. [BCW50R]



Ifor Williams trailer, 14ft, x 6.6, box and straps included, very good condition. £1,500. Tel: 01782 720900. Stoke on Trent. [BCP2R]



Ifor Williams 8x4 cattle box, twin wheel, aluminium floor, very good tyres, lights all working. £POA, based in West Wales. Tel: 07773 678984. Ceredigion. [BCW1R]

TRAILERS WANTED



Farmer and contractor requires 12-20t Agri dump trailers. Email: details to farm@murrell1.plus.com. Tel: 07770 692891. Norwich. [LAW7]

Massey Ferguson 4355, high vis, must be in immaculate original condition with low hours. Tel: 01748 884383. Richmond, Yorks. [BC]

Massey Ferguson FE35, must be in good condition. Tel: 01286 671334. North Wales. [BC]

John Deere 4320, in good condition. Tel: 01452 864409. Gloucestershire. [BC]

Massey Ferguson 185 wanted, in restored or very good condition, 8 speed or 12 speed multi-power please, possible part exchange with my late model 12 speed non multi-power perfect condition Massey Ferguson 590. Tel: 07482 478716. Hertfordshire. [BC]

John Deere 6030 (1972-76) wanted, serious processing is guaranteed, like to pay cash please call. Tel: 00 49 1739064079. Dülmen, Germany. [AB]

John Deere 3130, HFW wanted, if you have or know of a 3130 that is no longer needed please call Chris. Tel: 07957 870362. Sudbury. [AB]

JCB Fastrac 145/155, must be in, good condition. Tel: 01452 730218.

IMPLEMENTS FOR SALE



Weed wiper rotowiper, with its own tank, 8 foot wide, done very little, £995. Tel: 07831 541937. Herefordshire. [CDW63]



Fraser roller mill, excellent condition, PTO driven. £400 + VAT. Tel: 07956 012002. Ludlow. [CDW116]



Parmiter chain Harrows, 16ft, excellent condition. £500 + VAT. Tel: 07956 012002. Clee Hill, Ludlow. [CDW124]



Claas Volto 1050T trailed 8-rotor tedder, 2007, good working order, wide angle PTO. £6,750 ono, + VAT. Tel: 07788 785871. Penrith, Cumbria. [CDW87]



Claas 4000 liner, good working order. Tel: 07976 702858. [CDW73]



Post rammer, not used any more. £225. Tel: 07831 541937. Mid Wales. [CDW66]



Vicon wagtail spreader, £120. Tel: 07956 012002. Clee Hill, Ludlow. [CDW124]

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Russells seed drill, excellent original condition, all complete, no damage, made in the 1950's by Russell's of Kirbymoorside. £300. Tel: 07432 013174. York. [CDW107]



Silowrap 7510 with Honda diesel power pack bale wrapper, in nice order cable controls working on 500mm wrap it also has 750mm mast to go on it. £1,975. Tel: 07831 541937. Leominster. [CDW64]



Hayturner, haybob type, with pto shaft will fit most tractor 3 point linkage, price. £475. Tel: 07711 508200. South Yorks. [BCW83R]



Slurry whisk, requires TLC. £450 + VAT. Tel: 07788 785871. Penrith, Cumbria. [CDW90]



Massey Ferguson 30 3m disc drill, one of the last made, very good condition. £950. Tel: 07584 602610. Powys. [BCW7R]

Keeping it Original
Keeping it Massey Ferguson

MASSEY FERGUSON



Ferguson "Flexitine harrow" this is smaller version (approx 7'6" wide) sold as seen suitable for use as is or restoration. £175 ono. Tel: 01406 632524 or 07845 928773. Spalding. [BCW80R]



Howard Selectatilt 6 foot wider rotovator, good blades. £100 + VAT. Tel: 07778 664043. Herts. [BCW35R]



Set of 4m mounted zigzag harrows. £50 + VAT. Tel: 07778 664043. Herts. [BCW36R]



"V" snow plough, ex-council reserve stores, approx, 7ft wide heavy strong heavy duty any inspection welcome at J Sharples, Preston, Lancs, very good condition. Tel: 07860 559578. [BCW56R]



Amazon ZAM1500 Max fertilizer spreader, various discs, stored inside. £100 + VAT. Tel: 07778 664043. Herts. [BCW33R]



Spearhead Excel 726T telescopic hedge cutter, 2004, good working condition except damaged head drive motor, would make perfect machine for saw blade attachment or general repair, regularly maintained. £950 ono. Tel: 07976 073999. Maidstone. [BCW31R]



Grain Auger- 6 inch on trolley, discharge height approx 11 feet, suitable for filling ton bags. £50 + VAT. Tel: 07778 664043. Herts. [BCW37R]



Weeks 5t two wheel trailer, body poor, but chassis good. £100 + VAT. Tel: 07778 664043. Herts. [BCW38R]

Various implements, including Bamford wuffler, good working order, £140 also Vicon Acrobat, good order, £90 ono. Tel: 07572 060199. Rotherham. [CD]
Ferguson Hessford winch, complete, restored, everything working as it should. £650. Tel: 07729 010733. Berwick-upon-Tweed. [CD]



Flat roll, width of roll approximately 7ft 2in, lift out trays x 2 to allow additional weights to be added, ideal for paddock use, near Bury St Edmunds, Suffolk, viewing welcome, buyer to collect. Tel: 07763 987183. Bury St Edmunds. [BCW22R]

IMPLEMENTS WANTED

Two leg sub soiler, to suit Track Marshall 135 crawler Cousins preferred but any make considered, toplinek for the above is also required. Tel: 07749 922208. Warwick. [CD]
Ferguson or Massey Ferguson made rear mounted fork lift attachment, Tel: 07827 872887. Carmis. [CD]
Front loader, for Ford 6610 tractor, private buyer, also pick up reel for Welgar RP200. Tel: 07778 859139. Dumfries. [BC]
Ferguson or Massey Ferguson manufactured rear-mounted fork lift attachment, any condition distance no object. Tel: 07827 872887. Carmis. [JK]
Boughton winch, wanted, for Fordson Major. Tel: 07702 871626. Berkshire. [BC]
Howard low density baler, Tel: 01769 520844/520251 or 07845 978471. Chulmleigh.
2-furrow reversible plough, Ransomes or Lemkin, in good working

order, within 50 miles Stafford Area. Tel: 01902 850861. Stafford. [KL]
Balers, mowers, tractors, any farm implements considered, will collect anywhere in UK. Tel: 07794 154003. Staffordshire. [JK]

Wanted International B12 2-furrow plough, for International ploughing matches must be tidy please. Tel: 07974 345088. Herefordshire. [IJ]

Caterpillar finger mower, grader, PTO unit for D2, D4. Tel: 07718 897765. Forfar. [IJ]

Fuel tank wanted, for David Brown 1212 Weatherframe/pre-Q cab, must be in very good condition. Tel: 07980 066564. Ceredigion, West Wales. [GH]

Massey Ferguson 2-furrow reversible plough, must be in good condition for showing purposes behind a refurbished tractor ie nothing dragged out of a hedge. Tel: 07974 345088. Herefordshire. [GH]

Lloyds Letchworth horse drawn hoe and zig zag harrow, Tel: 01480 472315. Cambs. [GH]

SKH305 muck spreader, floor chain or complete spreader, also looking for SKH405 muck spreader. Tel: 01845 524884. North Yorkshire. [FG]

Green Line EM5000 post borer, 2 x augers 6" and 9". £600. Tel: 01493 750999. Norfolk. [FGW8]

Massey Harris grain and fertiliser drill wanted, would prefer disc type coulter or Massey Ferguson grain and fertiliser drill. Tel: 07775 867311. Anglesey. [FG]

Balers, drum mowers, mowers, tractors, tedders, any condition. Tel: 07794 154003, will collect from anywhere in UK. Tel: 07794 154003. Derbyshire. [FG]

WHEELS AND TYRES



Tyres on Vauxhall frontier wheels, good tread, £110 for the four. Tel: 01442 832744. Hemel Hempstead. [CDP2]



Goodyear 10.00-16 tyre and tube, came off a 1994 Tractor, holding air fine, poor tread and cracks to side walls. £24. Tel: 07957 804652. Market Drayton. [CDW111]

**TO ADVERTISE
HERE FREE
SEE PAGE 145**



Set of wheels and cleated tyres, for Kubota tractor tyre size, rear 13.6-28 6ply Bridgestone, front 9.5-16 6ply Bridgestone, rear wheels 8-stud, front wheels 6-stud, all in good condition (small cut in one rear tyre cleat not too deep). Collection only. Tel: 01283 762722. Swadlincote. [CDW67]



Tyres, four of them in good condition from Unimog, size: 405/70 R20, only replaced to add road tyres. £POA. Tel: 07976 712113. [CDW14]



Vintage pattern tyre good walls, 11-25-28, £80 ono. Tel: 07817 987652. [CDW34]



540 65 30 tyre, in great condition, please call for more info. Tel: 07976 702858. Powys. [BCW48R]



Massey Ferguson 135 wheels and tyres, bit of surface rust, tyres 70% one with cut considered superficial. £90 ono, buyer collects. Tel: 01872 862936. Cornwall. [BCP20R]



Massey Ferguson 148, 12.4.11 32 rear wheels and tyres, pair, tyres poor good rims and centers. £250. Tel: 07870 559146. Shropshire. [BCW81R]



Massey Ferguson 35/135 PAVT wheels, new old stock, excellent unused condition. Tel: 07557 343750. Northamptonshire. [BCW75R]



Turf wheels and tyres, 22.5LL 16.1 and 12 LL 16. £350. Tel: 01493 750999. Norwich. [BCW59R]

Pair dual wheel centres, suit 16.9 x 38 tyres including clamps. £80 +VAT. Tel: 07778 664043. Herts. [BC] **LGP wheels with 38x20-16.1 Terra tyres**, pair, with changeable John Deere centres. £100 + VAT Tel: 07778 664043. Herts. [BC]

Tyres, pair, 520 x 85 x 42 30%, £350, one 520 x 85 x 38, 95%, £450. Tel: 07721 996825. Preston. [BC]

Wheel rims and centres, x2, 8-hole, white, possibly Ford, to fit 11x28 tyres. £50. Tel: 01283 812439. Staffordshire. [BC]

Ferguson or Dexter rear wheel weights, £120, Also IH rear wheel weight (275/414) £60 Northumberland, 07729010733. Berwick-upon-Tweed. [CD]

WHEELS AND TYRES WANTED

24" wheels/rims, with 2 scallops and tyre locking rings. Tel: 00 31 455320246. Netherlands.

email: hansipeter@ziggo.nl. [GH]

Goodyear Supertraction Radial, 95/100% 13.6 x 38 to match the one I have waiting to be fitted to finish a refurbishment. Tel: 01736 364352. Cornwall. [AB]

Goodyear 12 x 32 and 12 x 36 traction Sure Grip tyres, can collect. Tel: 07964 282833. Leics. [HI]

WOODCHIPPERS AND SAW BENCHES



Binderberger RTZ wheeled table circular saw, new, purchased as a back-up but never used, retirement forces sale. £1,750 no VAT. Tel: 02380 268806. Eastleigh, Hampshire. [CDW54]

Timberwolf TW150DH chipper, 2007, refurbished in 2018. £5,700 no VAT. Tel: 07841 878070. Atherstone. [CD]

CABS CAB PARTS PANELS & GLASS



Scirocco Multi Comfort cab doors, pair, used, for MF35/65/135/165, may fit others, buyer to collect. £225 + VAT. Tel: 01889 500303 or 07850 525693. Staffs. [BCW18R] **Cab roof for Ford 6600**, c 1980 (Q-cab), fibreglass, slight damage in one corner and a few little cracks on edge. £20. Tel: 07917 221061. Market Rasen. [BC]

SEATS



County seat, not a mark on it. £70. Tel: 07729 010733. Berwick-upon-Tweed. [CDW72]

ENGINES AND GENERATORS



Engine, overhauled ready to be put back together for more info contact Colin on. Tel: 07860 958929. [BCW15R]

Ford 5000 engine, all complete, in line pump that starts very well and runs sweet, still fitted so can be heard running. £1,500 ono. Tel: 07969 584553. Banbury. [BC]

VARIOUS OTHER PARTS FOR SALE



Easterby 12t trailer back board, good condition as per pics, can load onto your transport. £200 ono. Tel: 07794 609448. Southport. [CDW36]



Silage sides for 11 ton Bailey trailer, green average condition buyer to collect but can help with loading. £200 no VAT. Tel: 07836 604093. Llandyrnog Denbigh. [CDW108]



Massey Ferguson front weights (x5) possibly of 188/1080, offers. Tel: 07976 794383. Shropshire. [CDW95]



Genuine GKN Ford 4000 wheel centre 6-stud, £240. Tel: 07957 804652. Market Drayton. [CDW110]



Ferguson pick up hitch, to fit T20/35 good condition. Tel: 07827 872887. Carmar. [CDW105]



Truckman lockable canopy for Hilux DC (2016 onwards) colour Crimson Spark includes 2 keys and all fittings and fixtures plus body liner, as new condition. £1,200 + VAT. Tel: 01691 860359. [CDW25]



Perkins P Series strap on type starter. Tel: 07827 872887. Carmar. [CDW102]



Massey Ferguson 35 belt drive, pulley good condition contact. Tel: 07827 872887. Carmar. [CDW104]



Fordson draw bar, possibly industrial good condition. Tel: 07827 872887. Carmar. [CDW103]



Fordson Major rear wheel weights, 2 starters and 4 weights good condition. Tel: 07827 872887. Carmar. [CDW101]



Pick up hitch to fit New Holland T5000, Tel: 07779 132551. Warwickshire. [CDW15]



IH hand brake repair kits, for International Harvester B250, B275 and B414 tractors. 276 and 434, air cleaner hoses, circuit breakers and many more obsolete parts for Bradford built tractors. Tel: 01524 751220 or 07774 579609. Lancs. [CDW4]



Fordson Super Dexta hydraulic top. Tel: 07827 872887. Carmar. [CDW98]



International obsolete parts for Bradford built tractors; steering box bearings, bushes, shafts, seals, cross shaft pegs, transfers, track-rod boots, tractor meters, check chains, levelling boxes, axle pins/bushes, B250, 275/414 handbrake repair kits, many other mechanical parts. Tel: 01524 751220. Lancs. [CDW3]



Ferguson T20 plough adjusting handle, contact for more info. Tel: 07827 872887. Carmar. [CDW99]



Massey Ferguson 165/590 drawbar, also Ford 3000/4000, offers. Tel: 07976 794383. Shropshire. [CDW86]



MF35/135 etc flat belt pulley, as removed from working tractor, no chips in pulley, all 4 mounting lugs intact. £120 + VAT. Tel: 01889 500303 or 07850 525693. Staffs. [BCW16R]

Reductions gearbox, for Massey Ferguson, power take-off, 1000 to 540 rpm, £575, roller mate, 6.3m triple hydraulic folding rolls, £2,375, Pettit 6-ton tipping trailer, two high sides, £1,275, Bounce front snow plough on brackets, £975. Tel: 07502 661861. Northants. [BC]

Ford 4000 engine parts, for sale including crankshaft complete cylinder head plus to many parts to list. Tel: 01387 381929. Dumfriesshire. [BC]

Quickie loader brackets and spool valve block, with mono lever to fit Massey Ferguson 5455 year 2004 -2010 very good condition. £850. Tel: 07710 482518. Lincolnshire/ Leicestershire border. [BC]

New Holland/Lynx loader brackets, to fit T5.115 Dual Command, 2013. £1,950 + VAT. Tel: 07779 132551. Warwickshire. [CD]

Quickie number 3 loader brackets, 3 pairs available, £40 per pair. Tel: 07957 804652. Market Drayton. [CD]

David Brown 995/6 windscreens, cylinder head, oil bath, air cleaner x 2, and manifold, all came off a runner. Tel: 07971 80048. Crediton, Devon. [CD]

Front weights to fit Case (from CVX 1195) £1,100 + VAT. Tel: 07779 132551. Warwickshire. [CD]

PARTS WANTED

Ransomes plough RSLD or TS59 left hand disc bracket assembly. Tel: 01275 340771. Chesterfield. [BC]

International Titan 1917 front axle beam, but may be interested in other spares. Tel: 01305 236588. Dorset. [BC]

Pick up hitch, sprung drawbar, combined for Case H 856 XL, 1986. Tel: 07977 725459. Retford. [BC]

Fuel injection pump, wanted for Ford compact 1200, would consider complete engine in running order. Tel:

07586 107705. Lincs. [BC]
Massey Ferguson 130 direct drill, parts required. Tel: 07836 747238. Gloucestershire. [BC]
Cletrac crawler, or parts wanted, also Bristol crawler parts wanted. Tel: 01579 345328. Liskeard, Cornwall. [BC]

MISCELLANEOUS



Oak whiskey barrels, £30 each. Tel: 07956 012002. Clee Hill, Ludlow. [CDW115]



Sussex Shepherds wagon chassis, iron wheels and turntable all rolling! Oak framework, idea pattern for renovation project. £1,000. Tel: 01507 607532. Lincolnshire. [CDW47]



Tractor oil, bargain, in sealed drums, top brand, 10w40 fully synthetic extreme service diesel engine oil, 205 litre drums at £200 and 20 litre drums at £40 + VAT, I also have mono grade 40 oil ideal for round balers, chainsaws, and some classic tractor rear ends. Tel: 01548 521278. Devon. [CDW97]



Shepherds hut, for sale newly built 20ft x 8ft on cast wheels metal chassis and frame with wood cladding fully insulated and fitted out inside bespoke oak kitchen and panelling double bed full size shower, open to offers around £15,000. Tel: 07740 512137. Staffordshire. [BCW32R]



Blacksmiths hand forge, blower by British Alcosa, width 24 inch, length 46 inch height 38 inch, £250. Tel: 07749 866756. Manchester. [BCW79R]



Pole ladder, 22ft, no worm or rot always dry stored. £140 ono. Tel: 07836 573877. [BCW47R]



The Monkey winch, stamped with markers, Trewella bros Ltd, Rolfe street, Smethwick, Birmingham, all in good order, wheels rope and pulley, £400. Tel: 07976 367918. Cumbria. [BCP1R]



Ford 7000 tool box, will fit other models probably the cleanest one you are going to find. Tel: 07557 343750. Northamptonshire. [BCW72R]

Laboratory testing oil sample reveals much about an engine, for less expense than you thought, more details email: . Tel: 01454 313305. Bristol. [CD]

MODELS, COLLECTABLES, LITERATURE AND DVDs



Dinky Foden milk wagon, a superb model, 1947. £90 with box £75 without, price inc tracked post very collectable , selling my collection, will only appreciate calls after 6pm. Tel: 01829 733969. [CDW13]



Case-IH MX Magnum (MX180, MX200, MX220, MX240 & MX270) operator's manual, mint and still in plastic wrapping, £25 incl. postage. Case-IH Maxxum MX (MX100, MX110, MX120, MX135, MX150 and MX170) operator's manual, mint and still in plastic wrapping, £25 incl. postage. Tel: 01507 606158. Lincs. [CDW118]



County tractor badge, in good condition, call for more info. £40. Tel: 01994 232893. Carmarthenshire. [CDP5]



Case-IH Mammot 8790 self-propelled forage harvester operator's manual, £25 incl. postage; Case-IH CS 110, CS120, CS130 and CS150 operator's manual, mint and still in plastic wrapping, £25 incl. postage. Tel: 01507 606158. Lincs. [CDW119]



Field Marshall, 70 year old badge, £40. Tel: 01994 232893. Carmarthenshire. [CDP6]



BMC mini tractor badge, in good condition, call for more details. £35. Tel: 01994 232893. Carmarthenshire. [CDP7]



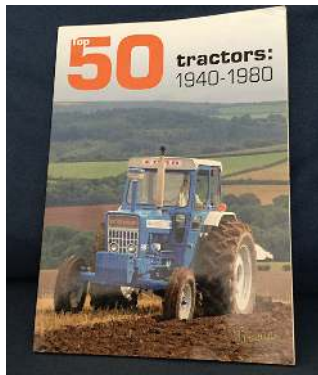
Massey Ferguson badges, x 2, very good condition. £30. Tel: 01994 232893. Carmarthenshire. [CDP8]



Case-IH Magnum 5100 Series operator's manual, very good condition, £25 incl. postage; Case-IH Maxxum MX (MX100, MX110, MX120 & MX135) operator's manual, good condition, £25 incl. postage. Tel: 01507 606158. Lincs. [CDW120]



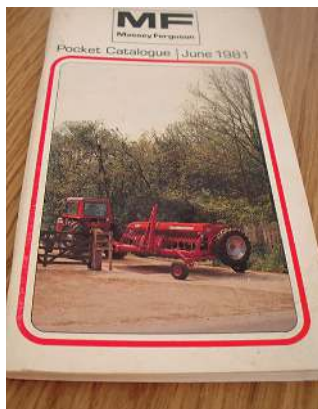
Case-IH Maxxum MX (MX100-MX170) operator's manual, good condition, £25 incl. postage; Case-IH Maxxum 5100 Series (after serial 1050700), good condition, £25 incl. postage. Tel: 01507 606158. Lincs. [CDW121]



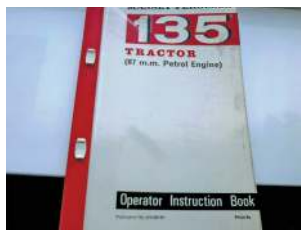
Top 50 tractors 1940 – 1980, book 130 unmarked pages, great colour photos, A4 size, published by Tractor and Machinery magazine, 2009, excellent condition, ideal gift! £3.50, great book. Tel: 07399 359072. [CDW53]



Case Steyr CS150 tractor brochure, in good condition, £8 including UK postage. Tel: 07840 715097. Glasgow. [CDW31]



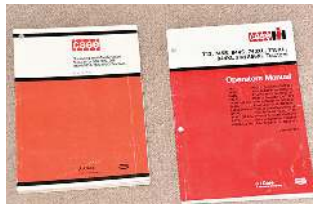
Massey Ferguson pocket catalogue, June 1981, 118 pages, £17. Tel: 01423 733487 or 07962 891469. West Yorkshire. [CDW5]



Massey Ferguson 135 instruction book, £25. Tel: 01994 232893. Carmarthenshire. [CDP9]



HFI Agriculture Strawlift bale carrier leaflet, £5. Tel: 01423 733487. West Yorkshire. [CDW56]



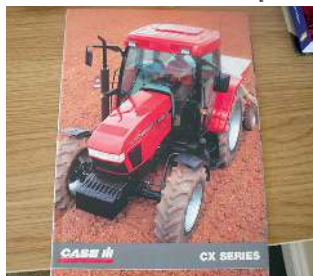
David Brown 990, 995, 996, 990 4WD and 996 4WD tractors operator's manual, £25 incl. postage; Case-IH 743, 745S, 844S, 743XL, 745XL, 844XL and 856XL tractors operator's manual, good condition, £25 incl. postage. Tel: 01507 606158. Lincs. [CDW122]



Massey Ferguson, December 1983 pocket catalogue, 82 pages, £15. Tel: 01423 733487. West Yorkshire. [CDW68]



McConnell Power-arm brochure, 6 pages, £10. Tel: 01423 733487. West Yorkshire. [CDW1]



Case IH CX Series brochure, 25 pages, £12. Tel: 01423 733487. West Yorkshire. [CDW2]



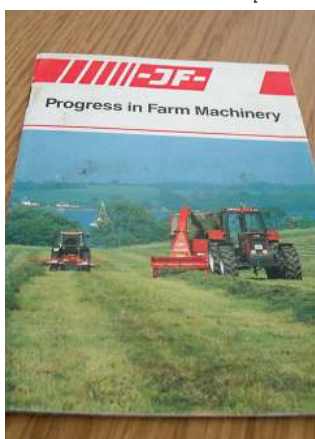
Britains JCB 3185 Fastrac specialist collector's edition, mounted on plinth, never been out of box, 1/32-scale, £75 incl. postage. Tel: 01507 606158. Lincs. [CDW123]



IH 434 brochure, in very good condition, call for more details. £35. Tel: 01994 232893. Carmarthenshire. [BCP10]



Claas classic range combine brochure, 36 pages. £: 01423 733487 or 07962891469. West Yorkshire. [BCW66]



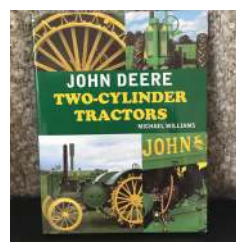
JF range pocket booklet, 24 pages, £8. Tel: 07962 891469. West Yorkshire. [BCW44]



Case IH Magnum 7200 Series brochure, 16 pages. £15. Tel: 01423 733487. West Yorkshire. [BCW45]



David Brown 2D brochure, in good condition, £35. Tel: 01994 232893. Carmarthenshire. [BCP11]



John Deere two-cylinder tractors, hardback plus cover, author Michael Williams, with 120 unmarked pages, great photos, postage no problem, only £3.75. Tel: 07989951895. Canterbury. [BCW8]



Massey 100 Series genuine badge bar, in excellent condition, this is an original and not an after-market one, should fit any series Massey, you will not find a better one. Tel: 07557 343750. Northamptonshire. [BCW71]



Vigzol pencils, set of twelve, in great condition. £24. Tel: 01994 232893. Carmarthenshire. [BCP12]



PZ Zweegers fertilizer distributor, models 400D to 1500A, 4 pages. £6. Tel: 07962 891469. West Yorkshire. [BCW54]



International Axial-flow combines brochure, models 1420, 1440, 1460, 1480. 28 pages. £12. Tel: 01423 733487. West Yorkshire. [BCW55]



Looking for that ideal gift? I've Got A Brand New Combine Harvester by the Wurzels vinyl record art. £60. Visit www.tolhurstvinylart.com or Tel: 07368 631205, use coupon code CLASSIC and get 10% off. [ABW82]



Burrell tractor badge, in good condition. Tel: 01994 232893. Carmarthenshire. [BCP13]



Mobil five gallon oil can, tractor oil can. £70. Tel: 01994 232893. Carmarthenshire. [BCP14]

MODELS, COLLECTABLES, LITERATURE & DVDs WANTED

Zetor collectables, flyers, signs, interested in everything. Tel: 0031 655 955866. Melderslo. [BC]

Early type JCB 3 instruction book, workshop manual, sales brochure ect, wanted for Super Major based model. Tel: 01765 658370 or 07845 411093. Yorks. [BC]

Case Maxxum 5130 wanted, original operators manual, please call if you can help. Tel: 01531 822833. mark@greenfarmseeds.com. [BC]

Old toy tractors and farm implements wanted, please call if you can help. Tel: 01858 880036. Leicester. [KL]

Wanted old classic cars and motorbikes and planes, any condition however wrecked, especially jaguar or similar. Tel: 07753 931874. [JK]

Big Farm Management magazines of the 1970s and 80s wanted. Tel: 07718 226225. [KL]

Massey Ferguson 294C bonnet and repair manuals, wanted used or new old stock bonnet, repair manual and parts manual for a Massey Ferguson 294C crawler like in the picture. Tel: 07891 838345. Ceredigion. [FG]

E&H Roberts Deanshanger iron works, name plates, implement seats, catalogues, bill headers, spanners, etc. Tel: 01908 561434 evenings. Milton Keynes. [GH]

Farm Mechanization and Power farmer, bound volumes of these magazines. Tel: 01986 785473. Suffolk. [JK]

EVENTS

St Andy's Hospice Tractor Run, 29/3/20 at 10 am, Ludford LN8 6AN, contact Steve. Tel: 07880 840457 or Helen 07976 577010. [AB]

NOTICES

Tractor Stolen! MF 35 red and grey coloured, 1962, 3-cylinder, in original good condition. Reg VCT384, VIN number SNMY287981, reward offered. Tel: 01507 527566. Lincs. [BC]

Wanted farm 150 + acres, mainly arable would prefer 4+ bedroom house and modern buildings but not essential cash buyer most areas considered please call. Tel: 07814 312903. Worcs. [CD]

SERVICES



Hamer Transport, a friendly transport service for vintage tractors and machinery, located in the West Midlands. Local and national covered. Tel: 07765 888439 for a quote or Email: graham@hamertransport.co.uk W: www.hamertransport.co.uk [KLW124]



4x4 wheel covers, custom made wheel covers to advertise your business or personal design, covers all 4x4 vehicles, since 1985, nationwide and Europe. Visit Tel: 01473 652940. [FGW154]



Character holiday cottage, sleeps 2 in historic Middleham, ideal base for exploring the Yorkshire dales, good selection of pubs and tearooms serving food close by, short breaks available all year. Owner maintained to a high standard. Tel: 01969 640010. Email: and . Leyburn. [EFW43]



Burgess dealer decals, exact reproduction, as fitted to many classic tractors/machinery sold by this company's branches, 2 x decals for £7.00 including postage. Email: carl.kaz@live.co.uk Call/text (evenings only): 07493 716090. Derbyshire. [CDW53R]



Land wanted, arable, pasture and orchards or a mixture to metal detect, Kent and Sussex areas, generous fee to detect on your land, digs held on Sundays. To find out more, contact Medway History Finders or request a guide for land owners at www.medwayhistoryfinders.co.uk [FGW110]

Service and repair for Land Rovers, covering all models from Series 1 to the present day, servicing 20 mile radius of Knockholt, Nr Sevenoaks, Kent. Please call Knockholt 4X4. Tel: 01959 533305. [LAJ]

Theft proof security lock for all agricultural and construction plant. We are selling the Block Stem, the only mechanical device that will 100% keep your machines where you want them and not be stolen or moved. Suitable for tractors, diggers, telehandlers, dumpers, forklifts, self-propelled harvesters/combines etc to name just a few. Has been tried, tested and certified by Hatcham and comes with a 5-year warranty and money back guarantee if it fails to work when fitted. Locks/unlocks in under 5 seconds. Made in Italy. We are the sole agents/distributors in Northern Ireland/Ireland and are currently looking for more agents to sell them. It will also get you a discount on your farm insurance, so be assured your vehicle is there next time you want it. To arrange a look at the product contact us or view it on our website www.glenviewfarmservices.co.uk Just click on the home page and go to the three lines just above the viewing counter and click and that's you on Security Lock page, or telephone 0777 3417 843. We can also post it to you anywhere in the UK or Ireland. "ONLY THE THIEF WILL BE DISAPPOINTED". No private/withheld numbers answered, no texts replied to, no Sunday calls please. Co. Armagh, Northern Ireland. [KLJ]

TRACTOR CLUBS

National Vintage Tractor & Engine Club, meeting fellow enthusiasts, learning from interesting speakers, taking part in the events you read about, support in getting your restoration DVLA registered. For your invitation to join and a specimen copy of the club magazine Vaporising, please send £1 in stamps to:- NVTEC, 1 Hall Farm Cottages, Church Lane, Swarkestone, Derby, DE73 7GG.

Blue Force Tractor Club, the exciting new tractor club for all enthusiasts of Ford, Fordson, New Holland and derivatives, including County, Doe, Muir-Hill and Roadless. Run exclusively by the members for the members. Join today and receive our great new quarterly magazine for members only. UK membership £25; Republic of Ireland Euro 30; Europe Euro 30. Tel: 07836 650424. See our great new website: www.blueforce.uk.com

Friends of Ferguson Heritage Ltd, the only club in Great Britain to cater exclusively for the interests Ferguson, Massey Ferguson and Massey Harris. Dedicated technical support, our own shop selling books, manuals etc, we may be able to date your TE-20, MF35 or MF65. Visit our website at: www.fofh.co.uk to see what we can offer you. For membership please contact Sandi Noel, 32 Penland Road, Haywards Heath, West Sussex RH16 1PW, call 01444 414087 or email: join@fofh.co.uk

The Nuffield & Leyland Club, A club for Nuffield and Leyland Golden Harvest Marshalls enthusiasts, get advice from other members on projects, registration number service for all makes of tractors & club merchandise. Visit our website for membership and other details at www.thenuffieldandleylandtractorclub.co.uk

David Brown Tractor Club, preserving our engineering heritage for all enthusiasts and those interested in David Brown tractors and David Brown companies, visit and meet fellow enthusiasts at the Meltham Museum Custodian of 1594 last tractor built at Meltham archive of David Brown literature and memorabilia, Tractor News magazine, 4 x per year, DVLA tractor registration service, technical support for members club merchandise David Brown parts, service and instruction manuals, membership UK: £25, overseas: £32, details from website: www.dbtc.co.uk Tel: 07561 409501. Email: peterjohnmurray@hotmail.com David Brown Tractor Club PO Box 990 Holmfirth HD9 1YH.

Brill Vintage Preservation Society, meets on third Tuesday of most months at 8pm at Aylesbury Rugby Football Club, Brook End, Weston Turville, HP22 5RN. All welcome! Call Roger. Tel: 01628 481244 or Jerry. Tel: 01296 432924.

Allis-Chalmers Owners Club for owners and enthusiasts of Allis-Chalmers tractors and agricultural machinery from the UK, European and American factories. Publication of the club 'Newsline' magazine has now recommenced and is issued to all members. Manuals and promotional goods available via the website or show stand. Membership £10 per year (UK) and £15 (overseas). Website: www.allischalmersownersclubuk.webeden.co.uk E-mail: allischalmersownersclub@yahoo.com or write to ACOC, Club Secretary, The Grainstore, Glington Road, Helpston, Peterborough, Cambs, PE6 7DG.

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Case Maxxum 5130 Plus, 1994, front fenders, air con, manual gearbox, shuttle, 80% Firestone tyres, no VAT, very straight tractor, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [CZ3]



Case MXU100, 2007, 4x4 SL, 7,900 hours, 40k, Dual Power, power shuttle, air con, wide wheels, 520/70/38 tyres at 40%, 420/70/28 at 50%, hydraulic push-out hitch, front fenders, c/w Case 1120 self-levelling Power Loader. Mint condition. Same as New Holland TSA100 in blue colours. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [GZ11R]



Case JX90U, 2003, 5,500 hours, power shuttle, Dual Power, new tyres, c/w MX power loader, tidy tractor, VAT receipt. Can sell with or without loader. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [GZ1R]

FORD



Ford 7840, 1993, 5,500 hours, SLE gearbox, new tyres all round. Tel: (0)86 776 1198. Cavan. [CDW20]



Ford 5610, 1990, 5,800 hours, Series 3, Carrio front axle, rotary engine, no rust, very tidy, comes with pick up hitch. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [CZ4]



Ford 6640, 1994, 9,000 hours, SLE button on shuttle, front fenders, in good working order, can supply loader if required, no VAT. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [CZ1]



Ford 6640, 1994, SLE Special, 5,500 hours, front fenders, shuttle, good tyres, with Tanco 100 power loader, no VAT, very original tractor, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [CZ2]

FORD



New Holland T7030, 2009, 5,300 hours, 40k Eco, Power Command, Sidewinder, air con, air brakes, Trelleborg 650/65/42 & 540/65/30 tyres at 70% all round, 5 sets of spools, mint condition, VAT receipt. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [CZ5]



New Holland TS115 Turbo, 2002, 7,300 hours, SLE Special, manual lift, front tyres at 80%, new rear tyres, original paint work (except wheel rims), mint condition, VAT receipt. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [CZ6]



New Holland TS115, 2000/01, 5,600 hours, dual power, air con, 520/420 tyres, new Dromone hitch, front weight carrier, in original mint condition, VAT receipt. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [CZ7]



New Holland TM120, 2006, 8,200 hours, 40k, Range Command, cab suspension, tyres at 20%, front fenders, air con, VAT receipt, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [CZ8]



New Holland T6040 Elite, 2009, 6,600 hours, cab & front suspension, 4 manual spools, air con, front fenders, front links, new Dromone push-out hitch, nice outfit, VAT receipt. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [BZ1R]



New Holland T7060, 2011, 40k, 3,600 hours, cab & front suspension, 4 manual spools, front fenders, front links, air con, 650/42 tyres at 60/70%, PTO Can be fitted if required, mint condition. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [BZ2R]



New Holland TM155, 2006, 7,200 hours, full suspension, air con, front weights, hydraulic push-out hitch, 4 spools, front fenders, new front tyres, 660/38 rear tyres at 59%, VAT receipt. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [BZ4R]



New Holland TM150, 2002, 40k, 9,500 hours, full suspension, Range Command, air con, 4 manual spools, 540/650 tyres at 90%, very original condition. No VAT. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [BZ3]



New Holland T6.120, 2016, SLE, 4,100 hours, cab suspension, front fenders, 3 manual spools, air con, loader ready (can supply loader if required), new 600 tyres all round, wing extensions, mint tractor, VAT receipt. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [BZ6R]

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New Holland T7.200, 2013, 50k, 6,400 hours, Range Command, cab & front suspension, new 650/540 tyres, 4 manual spools, front fenders, climate control / air con, push-out hitch, mint tractor, VAT receipt. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [BZ7R]



New Holland TL100, 2001, 5,800 hours, Dual Power, manual shuttle, front fenders, loader ready, can supply loader if required, very original tractor. No VAT. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [AZ1R]



New Holland T6040, 2011, SLE Elite model, 6,200 hours, cab & front suspension, leather seats, air con, 3 manual spools, new Michelin tyres all round. VAT receipt. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [AZ2R]



New Holland T6050, 2012, SLE, 50k, air brakes, hydraulic push-out hitch, 480/600 tyres, air con, front links, 4 manual spools, VAT receipt. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [AZ3R]



New Holland TM125, 2000/01, 6,500 hours, 40k, air con, front suspension, front weight carrier, front fenders, VAT receipt, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [LZ3R]

MASSEY FERGUSON



Massey Ferguson 4246, 2000, 4,425 hours, 40k box, 12x12 manual shuttle, 2 spool valves, 2 speed PTO 540-1000 manual lift front fenders tyres good all round tractor is in very good condition and ready for work. Tel: (0)85 1678147. Co Mayo. [LAW23R]



Massey Ferguson 165, very original one owner tractor, no power steering or PUH, all canvas on cab and side of engine, ring for details, no texts. Co. Waterford. [LAW74R]

ZETOR



Zetor 9641 Forterra, 2006, 4,800 hours, shuttle, dual power, wide tyres, Rossmore loader, front fenders, very tidy, straight original tractor, POA no VAT. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ2R]

OTHER VEHICLES



Land Rover Defenders, choice of three in various condition, all running, put it into the storage a few years back, close to Kerry airport. (0)89 440 2237. [KLW46R]

LOADERS



Quicke X31 booms, new, choice, 10 or 40 Series brackets available. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford [CZ9]



Fauchaux F20 power loader, with New Holland bracket, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ10R]



MX120 power loader, self-levelling, multi dock, very clean loader with Steyr brackets, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ11R]



Claas FL80, boom only, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [LZ4R]



Mailleux 40:85 power loader, with New Holland brackets, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [KZ6R]



Quicke Q750 loader to suit Renault 550X or similar, multi head stock, joystick controls, brackets and brace brackets, 3rd service, POA no VAT. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [JZ8R]



Zuidberg front links, for New Holland T7, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [BZ13R]

IMPLEMENTS



Claas Rollant 46 roto cut, Very original and genuine machine, no VAT. POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [BZ7R]



McHale shear grab, Trima brackets, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [BZ11R]

WEIGHTS



Fiat type weights, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [CZ10]



Selection of New Holland and Ford weights. Call for details. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [KZ7R]

TYRES AND WHEELS



Set of Rowcrop tyres, New Holland TS115 or similar, tyres at 60%, POA. Tel: (0)87 244 6272. Paddy Lacey Tractors, Co Wexford. [BZ12R]

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MACHINERY MISHAPS

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Amidst the carnage of this bridge collapse in Jedburgh you can just see the roof of Kerr Renwick's Case-IH 956XL. Remarkably no damage was done to the tractor and it was working the next day. Photo: Nichol Renwick.



1

1: Nigel Elliot's first spell of tractor driving for many years came to a sticky end when he bogged his friend Gordon's Renault. To be fair, it was his friend who encouraged him to 'give it some welly' across this wet field.

2: Harry Lunn's attempt at leading grass ended badly. He's got family member Alec Lunn to thank for making the mishap public and revealing that it was the result of "too much throttle". Isn't that usually the way?

3: You can't really blame John Deere 6810 driver Jonathan Wilson for this bog-down, because apart from a few random clumps of rush grass there was nothing else to indicate the presence of an underground spring.

4: This driver's posture says it all: head down, hands on hips, probably slightly embarrassed and thoroughly fed up that there's absolutely nothing he can do until help arrives on the scene with a sturdy tow chain.

5: This spreader took a tumble, breaking the drawbar hitch in the process, while spreading cheese by-product in New Zealand. It was pulled back onto its wheels by a neighbour's digger. Photo: Johnny Bennett.



2



3



4



5



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